

The Hongkong Telegraph

ESTABLISHED 1851
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September 1st, 1911. Temperature 10 a.m. 86, 4 p.m. 89; Humidity...66, 56.

September 1st, 1910. Temperature 10 a.m. 70, 4 p.m. 88; Humidity...98, 88.

No. 8564

十一月七日第三號

SATURDAY, SEPTEMBER 2, 1911.

雙二月九日第三號

866 Per Acre
Single Copy 10 Cents

REUTER'S TELEGRAMS.

THE MYSTERY SHIPS.

DESTINED FOR SOUTH AMERICA.

[SERVICE TO THE "TELEGRAPH."]

Via DURBAN, Sept. 1, 8.10 p.m.

Information from an authentic source states that the "mystery" ships, which were captured by the authorities in England a short while ago, are destined for a South American expedition of a peaceful nature. Confusion arose between Bahia Blanca in the Argentine, where the vessels were insured, and Bahia in Brazil, where it is believed there are many Portuguese royalists.

GOLF CHAMPIONSHIP.

[SERVICE TO THE "TELEGRAPH."]

Via DURBAN, Sept. 1, 10.10 p.m.
L. O. Munn has won the Irish golf championship, beating Michael Scott by seven and six.

THE RAILWAY COM- MISSION.

QUESTION OF NON-UNION MEN.

[SERVICE TO THE "TELEGRAPH."]

Via DURBAN, Sept. 1, 10.10 p.m.

The Chairman of the Railway Commission has announced that the Commission will hear the views of a reasonable number of non-union men. He pointed out, however, that the Commission did not sit to inquire into particular grievances but to obtain evidence as to the working of the 1907 scheme.

The ex-President of the Amalgamated Society of Railway Servants has again urged the recognition of the union. Questioned if they could agree to a ballot whether trades unions should represent the men, he considered that a fair ballot was impossible. Anyhow they could never agree to such a ballot.

REUTER'S TELEGRAMS.

PREVENTION OF STRIKE CONGESTION.

PRESS SUGGESTION.

[SERVICE TO THE "TELEGRAPH."]

Via BOMBAY, Sept. 1, 3.55 p.m.

The "Daily News" has published a view for preventing congestion during strikes. It suggests that ten officers from the Staff College be entrusted by the Home Office to make a comprehensive survey of London, compiling lists of food and coal depots, and marking strategic points for the maintenance of traffic routes.

ECHO OF THE STRIKE.

AUTOMOBILE ASSOCIA- TIONS' OFFER.

[SERVICE TO THE "TELEGRAPH."]

Via DURBAN, Sept. 1, 8.5 a.m.

The Automobile Association and the Motor Union have made an offer to the Government of co-operation in the organization of a motor service for the carriage of food and mails to the troops etc., in times of national emergency like the recent strike, when ordinary facilities are inadequate.

IT IS EXPECTED THAT FIFTY THOUSAND CARS WILL BE AVAILABLE.

LIVERPOOL RIOTS.

At a coroner's inquest in Liverpool into the circumstances attending the deaths of the rioters who were shot by the military, a verdict of justifiable homicide was returned.

THE RECENT DIS- TURBANCE.

German Originator Punished.

The "TELEGRAPH" CORRESPONDENT,
Canton, September 1.

It is reported that the German Consul at Shemeen has sent a letter to the Canton Viceroy informing His Excellency that the German who was responsible for the riot in Shek-ki has been punished according to treaty. At present Shek-ki is quiet. The Magistrate and the Brigadier-General, fearing that the evildoers may spread rumours, are having the city regularly patrolled and strongly guarded by soldiers. Similar protections are being extended to missionary chapels. It is said that the Chinese authorities will pay compensation for damage to the doctor's office which offered shelter to the German.

Lord Desborough—Londoners are very apathetic, and take a great deal of rousing.

REUTER'S TELEGRAMS.

THE WELSH STRIKE.

FINAL SETTLEMENT.

[SERVICE TO THE "TELEGRAPH."]

Via DURBAN, Sept. 1, 8.5 a.m.

The Welsh mining strike has finally settled, and work will be resumed on Monday. The losses are estimated at three million pounds.

WAR RISKS.

[SERVICE TO THE "TELEGRAPH."]

Via DURBAN, Sept. 1, 9.30 a.m.

War risks yesterday reached eight per cent, and in some instances ten per cent.

DEAR FOOD RIOTS.

[SERVICE TO THE "TELEGRAPH."]

Via DURBAN, Sept. 1, 8.5 a.m.

The Automobile Association and the Motor Union have made an offer to the Government of co-operation in the organization of a motor service for the carriage of food and mails to the troops etc., in times of national emergency like the recent strike, when ordinary facilities are inadequate.

BLACKMAIL.

We are heartily glad, says the "Globe," to see that one of those infamous creatures who torture others by the exaction of blackmail received a sentence of five years' penal servitude at the Old Bailey. We only regret that the sentence was not still more severe, for there is no more cowardly crime in the calendar, and none which causes more distress and misery to the victims. The Judge was not in the least overstating the facts when he said that the sufferer's life had been made a hell upon earth. Blackmail is unhappily a misfortune to which even the most innocent man may be subjected by quite accidental circumstances, and therefore it is well to be prepared to deal with it. Generally, of course, a man has committed some act of imprudence, and believes himself to be in the blackmailer's power. Whatever he has done, the most foolish course he can possibly take is to pay any money. It will never be the "final settlement" so continually promised, and each payment only makes the claim for the next the stronger. As the victim in yesterday's case said, "Every time he parted with money it was to be the absolute end of everything." Yet he was persistently and continually blackmailed. Anybody threatened with blackmail should go at once to his solicitor, make a clean breast of all the circumstances, and insist on a prosecution being instituted at once. If people in general knew that the law forbids the truth or falsity of the original accusation to be inquired into at the blackmailer's trial, there would be a great deal of rousing.

REUTER'S TELEGRAMS.

FRANCE AND GERMANY.

ENMITY TOWARDS BRITAIN.

"THE LION'S ROAR."

[SERVICE TO THE "TELEGRAPH."]

Via DURBAN, Sept. 1, 8.5 a.m.

The Franco-German negotiations were resumed at Berlin to-day.

The resumption is heralded by a burst of leading articles in the German Press, the keynote of which is enmity towards Britain, the object obviously being to cover

Germany's withdrawal from a diplomatically untenable position. The "Local Anzeiger," in an inspired pronouncement, declares that Germany never intended to acquire territory in Morocco, therefore the fable that Germany would retreat before Britain falls to the ground. The "lion's roar" of the English Ministers was cheap rhodomantado.

French papers calmly await developments, and declare that even a final rupture in the negotiations will cause no excitement in France.

ENTHUSIASM.

Enthusiasm—the real ambrosia, upon which men may feed until they be drunk with it, and which will even then be of the utmost value to them. Enthusiasm—the thing that has painted the great pictures of earth and hung the high songs and penned the poetry and opened the gates of all science and all art and paved the way for all human history.

Give me the being with enthusiasm plus, and I will show you a being worth while. Eliminate that quality of divine pulsing, and all your scholarships, all your learning, all your aptitude for this or that falls as a dead weight—a glass of wine that has lost its sparkle.

It is not alone in the higher walks of life that enthusiasm counts for so much. Its value is as great for those who have the lowlier tasks to perform—even greater among these, perhaps. It is one of the commonest needs of all men everywhere. With a sufficiency of enthusiasm, a lack of knowledge may even be discounted as a barrier to success or achievement. I should call it the heart-blood of the mind, which vitalizes our efforts and transforms our energies from mere machine-like exertions into living, breathing parts of the living, breathing masses of mankind.

It is so cheap that any man can afford it. The richest of men is poor without it.

Young man, young woman—whichever you are—and, whatever you hope or intend to be, the first and most important of the things you need is enthusiasm.

You have it? Then keep it. Treasure it as the most valuable of your possessions, and allow nothing to take it from you.

You haven't it? Then make haste to lay in a supply, before it is too late.

The smallest seed of it will increase rapidly if rightly sown for.

Nature has endowed us with nothing finer or more valuable than enthusiasm. Life is but the summing up of your efforts, and the summing up of the crown of all—life.

Hodges, in the "North American."

REUTER'S TELEGRAMS.

PURCHASE OF FAMOUS PICTURE.

CHINESE
TELEGRAMS.

COMMISSION ON FOREIGN
LOANS.

[SERVICE TO THE "TELEGRAPH."]

Via DURBAN, Sept. 1, 8.5 a.m.

The National Gallery has purchased, for forty thousand pounds sterling, Gossart's picture "The Adoration of Kings," the property of the Carlisle family.

TO BE INVESTIGATED.

[SERVICE TO THE "TELEGRAPH."]

Via DURBAN, Sept. 1, 8.5 a.m.

The Prince Regent, on hearing that there are returned commissioners on foreign loans, has ordered the Cabinet Ministers to enquire into the matter and report.

[SERVICE TO THE "TELEGRAPH."]

Via DURBAN, Sept. 1, 8.5 a.m.

Authorities on the Quil Vive

[THE "TELEGRAPH" CORRESPONDENT]

Canton, September 1.

The Ministry of Foreign Affairs has telegraphed to the Canton Viceroy that two well-known German firms in Tientsin have been discovered aiding and abetting the anarchists in smuggling arms and ammunition into China, and that protests have been lodged with the German Minister in Peking against the action of the two firms according to treaty stipulations.

As Kwangtung is a maritime province, it affords a good opportunity to the anarchists to smuggle contraband into the Province. The Ministry asked the Viceroy to keep a sharp lookout for these daring smugglers. H. E. the Viceroy has instructed the commanders of the gunboats cruising along the coast to keep a strict watch and carry out a rigorous search of vessels they come across.

FROM FARMER'S BOY TO MILLIONAIRE.

The late Mr. John W. Gates, of Chicago, who died on August 9, was a director of several railway companies and the organiser of the Steel Trust, had a humble beginning. Born in 1855 in Dupage County, he began his active career as a farmer's boy, and by securing an engagement with a hardware firm.

From that he proceeded to the barbed-wire business, and after a few years set up a wire establishment of his own. In March 1900 he was president of the American Steel and Wire Company, one of the great trust combinations, with a capital stock of £18,000,000. Suddenly, without any warning, Mr. Gates ordered the whole of the works to be "shut down," and 4,000 work-people were instantly deprived of employment. His reply to inquiries was: "Our company is running this business, without any need of explaining, and we shut down and open our mills when we see fit."

It is said that when the American steel and wire mills resumed running John W. Gates was a richer man by a million or two than he had been when the mills were closed.

Mr. Gates was also identified with numerous deals in railway and industrial enterprises.

He married Della R. Baker in 1874 soon after giving up his little hardware store.

A horrid gambler, Gatesastonished a Methodist conference during an address by laying down the following rules for young men:

Don't gamble.

Don't play cards.

Don't bet on horse races.

Don't speculate in wheat.

Don't speculate on the Stock Exchange.

Don't throw dice.

Don't drink strong liquor.

Don't be a gambler once.

Never be a gambler.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$1,000,000.
RESERVE FUNDS Sterling £1,500,000 at 2% 15,000,000
Silver 16,750,000

RESERVE LIABILITY OF PROPRIETORS \$1,750,000

INTEREST ALLOWED 4% per cent. per annum on the daily balance.

ON FIXED DEPOSITS: For 3 months, 2% per cent. per annum.

For 6 months 3% per cent. per annum.

For 12 months 4% per cent. per annum.

N. J. STAIB, Chief Manager.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3% per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4% per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, N. J. STAIB, Chief Manager.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.

HEAD OFFICE—LONDON.
PAID-UP CAPITAL \$1,200,000
RESERVE FUND \$1,625,000
RESERVE LIABILITIES OF PROPRIETORS \$1,200,000

INTEREST ALLOWED on CURRENT ACCOUNT at the rate of 2 per cent. per annum on the Daily Balance.

On Fixed Deposit for 12 months, 4% per cent.

On Fixed Deposit for 6 months, 3% per cent.

On Fixed Deposit for 3 months, 2% per cent.

W. DICKSON, Manager.

Hongkong, 1st May, 1911. [22]

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
AUTHORIZED CAPITAL Yen 48,000,000
PAID-UP CAPITAL 30,000,000
RESERVE FUND 16,850,000

Head Offices—YOKOHAMA.

Branches and Agencies at: Antung, Hsien, Newchwang, New York, Bombay, New York, Changchun, Hankow, Canton, Dairen (Dalian), Fukien, (Port Arthur), Honshu, San Francisco, Kobe, Shanghai, Liao-Yang, Tientsin, London, Tientsin, Lyons, Tokyo, Nagasaki.

HONGKONG—INTEREST ALLOWED. On Current Account at the rate of 2 per cent. per annum on the Daily Balance.

On fixed deposit:—For 12 months 4% per cent. per annum.

6 " 3 1/2 " " " 2 1/2 " " " TAKEO TAKAMICHI, Manager.

Hongkong, 26th August, 1911. [18]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID-UP...Gold \$3,250,000
RESERVE FUND...Gold \$3,250,000

HEAD OFFICE—60 Wall Street, New York.
LONDON OFFICE—38, Bishopsgate.

LONDON BANKERS: BANK OF ENGLAND.
NATIONAL & COUNTRY BANK, LIMITED.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of 2 per cent. per annum on daily balances and accepts Fixed Deposits at the following rates:

For 12 months 4% per cent. per annum.

For 6 " 3 1/2 " " "

For 3 " 3 " " "

GEO. HOGO, Manager.

No. 3, Queen's Road Central, Hongkong. [18]

Banks

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP....Sh. Thols 7,000,000

1 CAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS—BERLIN.

BRANCHES: Berlin, Calcutta, Hamburg, Hanover, Kobe, Peking, Singapore, Tientsin, Tsingtao, Yokohama.

LONDON BANKERS: M. & N. M. ROTHSCHILD & SONS.

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY.

DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

A. KOEHN,
Manager.
Hongkong, 16th Mar., 1911. [2]

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital 1,500,000
Subscribed 1,125,000
Paid Up 562,000
Reserve Fund 325,000

HEAD OFFICE:

40, Threadneedle Street, London, E.C.

BRANCHES:

Bombay, Calcutta, Singapore, Penang, Andras, Kota Bharu, Kelantan, Kuching, Kuala Lumpur, F.M.S., Bangkok, Colombo, Shanghai, Kandy.

AGENTS IN JAPAN:

M. & N. M. ROTHSCHILD & SONS.

BANKERS:

Bank of England.

London Joint Stock Bank, Ltd.

EVERY description of Banking and Exchange business transacted.

Stocks and Shares bought and sold on account of Consistencies. Letters of Credit granted on Agents and Correspondents all over the world.

Interest allowed on Current Accounts at 2 per cent. per annum on Daily Balances and on Fixed Deposits as under:

For 3 months 2 1/2 per cent. per annum.

6 " 3 1/2 " " "

12 " 4 " " "

F. C. MACDONALD,
Acting Manager. [280]

CHINA MUTUAL LIFE INSURANCE CO., LTD.

HEAD OFFICE, SHANGHAI.

J. A. Steele, Esq., Managing Director.

A. J. Hughes, Esq., Secretary.

S. B. Nell, Esq., F.I.A., Actuary.

A strong British Corporation. Registered under Hongkong Ordinances and under Life Assurance Companies' Act, England.

Insurance in Force \$19,171,000.00

Amounts to refund 9,750,000.00

Amounts to pay out 9,750,000.00

Insurance Funds 3,500,000.00

LEFFERTS KNOK, Esq., General Manager.

B. W. TAPP, Esq., Director Secretary.

Hongkong, Canton, Macao and the Philippines.

Alexander Building.

C. LANDER, Esq., Inspector, Hongkong.

Advisory Board, Hongkong, Sir Paul Chater, Kt.

C.M.G., T. F. Hough, Esq., C. J. Lyle, Esq.

Hongkong, 31st July, 1911. [281]

W.M. POWELL,
LIMITED.

GENTS' OUTFITTERS:

New Ties

New Socks

New Shirts

New Pyjamas

MODERATE PRICES

EVERYTHING FOR

GENTS' WEAR.

EXCLUSIVE GOODS.

W.M. POWELL,

LIMITED.

28, Queen's Road.

Hongkong, 4th Aug., 1911. [1048]

MEE CHEUNG.

ART PHOTOGRAPHER

HONGKONG.

TELEPHONE NO. 1013.

GEO. HOGO,

Manager.

No. 3, Queen's Road Central.

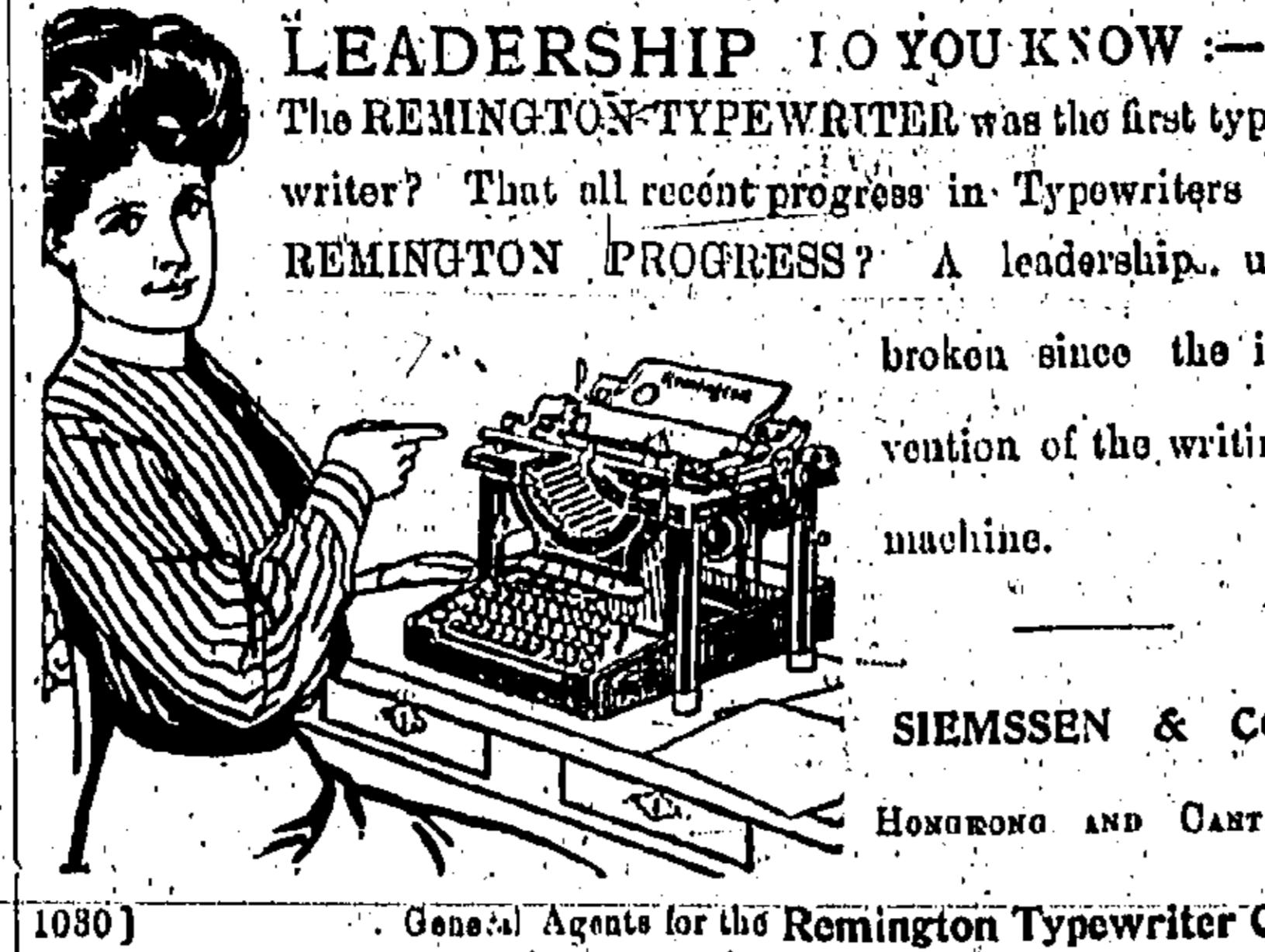
Hongkong. [18]

Banks

Intimations

LEADERSHIP TO YOU KNOW:

The REMINGTON-TYPEWRITER was the first typewriter? That all recent progress in Typewriters is REMINGTON PROGRESS? A leadership, unbroken since the invention of the writing machine.



1080] General Agents for the Remington Typewriter Co.

For Sight Seeing in an Up-to-date

MOTOR,

RING UP 1036.

THE EXILE MOTOR GARAGE.

Hongkong, 15th April, 1911. [1058]

REALLY GOOD SPECTACLES

Are such a comfort to tired or strained eyes that their value cannot be over-estimated. If your eyes need glasses, they should have the best, you can get.

THAT MEANS

1. Careful and expert examination;
2. Precision in the making;
3. The best of materials;
4. Adjustment to a nicely.

All the above we offer you. We invite comparison with the equipment of any optical establishment—anywhere. Tories, amber and other tinted lenses, mounted in gold, gold-filled, or other metals at lower cost. Our prices are reasonable. Our materials and workmanship are guaranteed.



33
" FELUCCA."
EGYPTIAN CIGARETTES.
MILD-AROMATIC-PURE.

MASPERO FRERES, LTD., CAIRO.

PURE-ALUMINUM COOKING-UTENSILS.

THE MOST HYGIENIC NO RUST, NO CHIPPING OF ENAMEL.

VERY-DURABLE SAVE TIME AND FUEL.

BRIGHT AND CLEAN.

VERY MODERATE PRICES. INSPECTION INVITED.

F. BLACKHEAD & CO. [981]

WEISMANN, LIMITED.

BAKERS CONFECTIONERS CATERERS

RESTAURANTEURS

14, Des Voeux Road Central. [1049]

Hongkong, 10th April, 1911. [1049]

14, Des Voeux Road Central. [1049]

Hongkong, 10th April, 1911. [1049]

Hongkong, 10th April,

THE STRIKE.

Food Cut Off.

London: Aug. 9.

London's food supplies are practically cut off. The great bulk of our food comes from abroad, and 150 vessels laden with meat, wheat, butter, flour, and other provisions are lying in the Thames undischarged.

The great food markets were almost at a standstill yesterday—Mark-lane, Covent Garden, fruit, and Smithfield meat. The Borough fruit and provision's market was absolutely idle. Merchants have nothing to sell.

London is living on the store of food in the retail merchant shops. When that is exhausted nothing can be conveyed from the wholesale markets, and nothing can be discharged from the ships in dock until the strike is settled.

Leading merchants predict that our stocks will be eaten up in three or four days. But for home supplies an absolute amount arriving via ports still unaffected, famine will be reached.

The heat has a double effect on the situation. Less meat is needed just now, but more fruit and vegetables, and these will soon perish unless delivered. When no more coal can be had refrigerating arrangements will stop and stocks of food will decay.

Meat has risen, wholesale, from 6d. to 9d. a lb. for British and 4d.-2d. to 7d. for foreign. Flour was advanced 1s. yesterday.

Supplies of paper for newspapers are running very short. In fear of a shortage of petrol one-third fewer omnibuses will be on the streets to-day.

The strike extended to 20,000 carmen not only at the docks but also in all parts of London.

"London will to-day be without a car," say the leaders. Yesterday only 50 vans passed the Mansion-House in five minutes. At other times the number is 500.

Mr. Lou Tilloff is reported to have said that they wanted to paralyse the Port of London.

Billingsgate fish porters have demanded a large increase of wages, but have not yet struck.

Three conferences at the Board of Trade yesterday concerning different groups of strikers were again adjourned.

The temper of the men is not so good. Several disturbances occurred and many arrests were made.

How the Strike Stands. It is possible to give only approximate numbers of those on strike:

London	10,000
Dockers	36,000
Carmen	6,000
Lightermen	6,000
Coal Porters	6,000
Steamers	8,000
Tugboat engineers	500
Cash Labourers	8,000

The situation of each group is:

Dockers.—Arbitration was given in favour of the men on Sunday, but they are waiting till all others win.

Carmen.—Demand 60-hour week. Mr. Goldfrey, general organiser of their union, said yesterday: "London will be at a standstill to-day. All men engaged in haulage work have been ordered to stand down."

Lightermen.—Conference on 10-hour day adjourned to to-day.

Coal Porters.—Conference on wages and other points adjourned to to-day.

Steamers.—Demand not really formulated.

Cash Labourers.—Demand increased wages.

Fish Porters.—Demand increase from 1s. to 2s. an hour, not yet on strike.

Coal Law in London.

August 11.

Coal law reigns in London. The strikers are supreme. In all directions yesterday they stopped traffic and interrupted supplies.

The capital finds itself in the position of a blockaded city, within which civil war—though fortunately of a mild type—is in full swing.

There is a disquieting shortage of all manner of supplies. Meat has risen greatly in price. Fruit is scarce. Ice is becoming unprocureable. Petrol is hardly to be obtained.

In the docks and the railway stations vast quantities of produce are accumulating, but they cannot be unloaded or distributed. The strikers have given the order, and they will, prevail.

It is an unparalleled situation, and it grows graver with each hour that the strike is prolonged, with each increase in the number of men who have quitted work. The men showed a mounting temper. Vehicles which had run the blockade of the railway stations were attacked, overturned, and damaged in the streets. Three motor vehicles suffered this fate near Paddington, where the disorder yesterday was at its worst.

The police proved powerless in many cases to give protection through numerous vans managed to effect sorties from the stations under their guard.

So grave is the outbreak, so strong the anger to London's Earl, that troops are being held ready at Aldershot, Hounslow, Shoreham, Colchester, Dover, and elsewhere; 150 rounds of full cartridge per man have been issued. Army Service wagons are waiting at Hounslow.

The exact position of the strike is as follows:

Dockers: Claims conceded.

Coal Porters: Claims conceded yesterday.

Fish Porters: Claims conceded yesterday, wages doubled and raised to 2s. an hour.

Lightermen: Claims under discussion at a late hour last night at the Board of Trade, but no settlement in sight.

Carmen: Claims yet to be dealt with.

The concession of the claims of each particular section brings no relief as long as there are other sections on strike, as the men have determined not to return to work till all have been satisfied. Indeed, as fast as the claims of one section are granted another section of workers come out, demanding higher wages or shorter hours, or both.

At most of the great railway stations class exists. Successive attempts were made in some instances last night to remove goods, but fights with the crowd occurred. The companies can only allow consignees to fetch their own goods.

Owing to the shortage of petrol many motor omnibuses yesterday ceased working. The newspapers are threatened with a paper famine, and exceptional difficulty is being experienced in getting the printed newspapers to the stations and running the blockade.

The milk supply, so far, has not been seriously affected. Tons of meat will go bad at Smithfield unless it be promptly removed. Fruit, to the value of £14,000, is rotting in the docks. London is living from hand to mouth and famine is at the door.

Hospital Plight.

The hospitals yesterday began to feel the effect of the strike.

At University College Hospital there was great difficulty in getting the daily food supplies. Up till late in the afternoon no ice had been delivered, boats after the supply had run out. A potato famine was threatened; the market asked the hospital by telephone to send men for supplies, as no further deliveries could be guaranteed.

Luckily there has as yet been no shortage of milk, but a meat famine is expected, for the meat dealers have also asked the hospital to fetch supplies, with the warning that freshness and quality can no longer be guaranteed.

The usual delivery of fish failed yesterday. One of the hospital porters was sent to Marylebone for supplies. The fish was put in a cab, but the strikers refused for a time to believe that it was for the hospital. Police in the end helped the porter away with his load.

Meat at Smithfield.

Smithfield was brought to a standstill yesterday so far as the outward traffic was concerned. The Port of London Authority, who agreed to the strikers' terms of sevenpence an hour during the day and ninepence at night, were permitted to remove carcasses from their cold storage to the market in large quantities.

Other cold storage contractors found great difficulty in getting their goods to the market. A large amount of home-killed meat came from Birkenhead and was run straight into the market by the Great Western Railway com-

pany, who have hoists from an underground passage.

The result was that from every hook in the market beef or mutton was hanging. But the problem was to get it away. A few carts from retailers presented themselves and they were loaded, but in my cases the strikers overthrew them in side streets.

The pinch will be felt to-day. Friday is the day when retail butchers buy their supplies from the week-end. If the means of transport is not provided the situation will be very grave indeed.

Prices have advanced by half since Friday. Unless stocks are removed to-day, much will decay.

Ice at a Premium.

Owing to some 20,000 tons of ice being detained at the docks, factories, and cold storage departments the supply in London yesterday was almost entirely cut off.

For the most part ice was only to be obtained at a few of the West End hotels and restaurants which manufacture their own. Every ice merchant in London was besieged with orders which he was unable to carry out.

Several attempts were made to obtain supplies from the docks and factories, but few were successful. Loaded vans were turned back and in some cases overturned. The usual amount of ice supplied to London daily at this time of year is 1,000 tons; yesterday not more than 50 tons could be delivered. Prices have risen since Monday from £1 to £3 or £4 a ton.

Messrs. Newby and Co., of St. Mary-at-Hill, have "decided to close down altogether." Eight thousand tons of ice belonging to United Carle Gatti, Stevenson, and Slator are awaiting delivery at the London and Surrey Commercial Docks. "We were able only to send out a few tons to-day," said the secretary. The North Pole ice Company are in a very similar position.

£14,000 of Fruit Rotting.

At Covent Garden 500 or 600 porters were standing idle. There was no foreign fruit for sale. It has been impossible to remove 50,000 packages of French and Spanish goods which arrived on Wednesday. Forty-four thousand cases of foreign fruit, valued at £14,000, are lying in ships in the river rotting. One firm has been obliged to drop into the sea about 5,000 bunches of bananas.

Covent Garden will be open this morning for the transaction of ordinary business, but supplies will be short. Merchants have brought peaches, cucumbers, and grapes to the market in taxicabs. The ordinary means of transport has been entirely stopped, and the market is dependent on what it can get furtively through.

Fighting at Night.

The following is the position at the goods stations of the great railways:

Great Northern.—All carmen sent home at 2 p.m., in fear of disturbance and injury to men and horses.

Great Western.—Nothing delivered after midday.

Great Central.—Carmen struck Wednesday midnight. Vans overturned yesterday morning.

Midland.—All deliveries ceased at 2 p.m.

Managers of all four railways say that the only thing for consignees to do is to send their own vans for the goods detained.

At Paddington yesterday evening a trainload of fish arrived from Cardiff, and one part of the station was cleared by a large number of police while the fish was unloaded by Billingsgate fish porters and salesmen into lorries, each guarded by two policemen. There was a sharp tussle with the crowd, but the lorries got safely away.

At Camden Town goods station the London traffic manager stated that everything was quiet. There was ample police protection. At East in everything was satisfactory. Some mineral water vans were stopped in Seymour-street. None of the London and North-Western vans have been interfered with.

Violent scenes were witnessed last night in the vicinity of the Bricklayers' Arms Station. Several charges had to be made by police mounted and on foot. In Tower Bridge-road a section of the crowd threw bottles, stones, and the like. Brickwork and iron

Prepaid Advertisements.

20 WORDS \$1 for 3 insertions or
\$2 for one week.

BOARD AND RESIDENCE.—
"HOMEVILLE," Morrison Hill,
splendid view of the harbour, 10
minutes from Post Office by electric
car; entrance 153, Wan Chai Road.
—apply at the house. [128]

notifications

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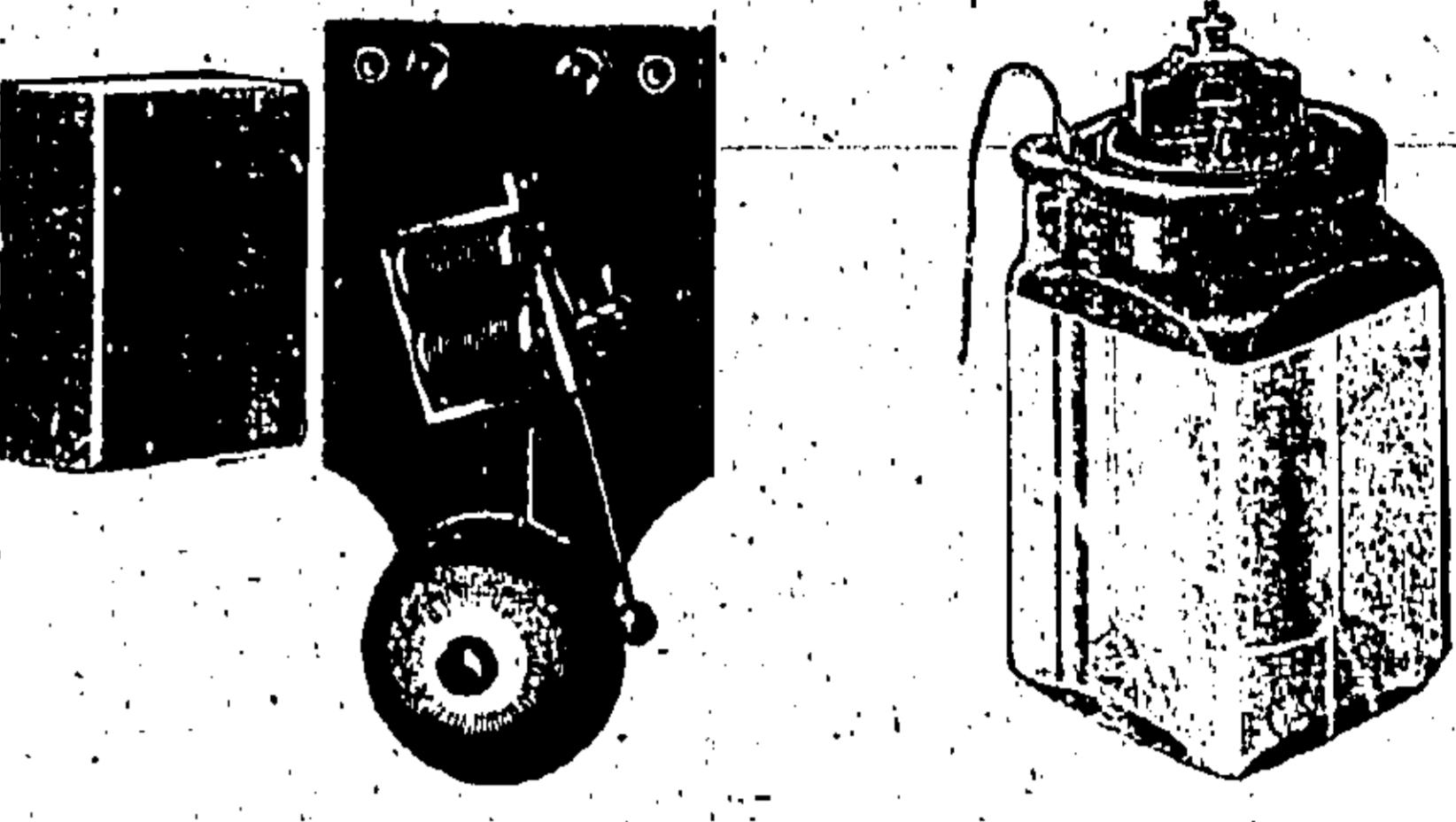
CONSULTING ENGINEERS AND MANUFACTURERS.

Teleg. "Sparkless" 16, Des-Vaux Rd.,
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MANUFACTURERS OF ALL KINDS OF
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Large Stocks of Fittings, Cables, Wires and Accessories
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WM. C. JACK & CO.,
14, Des-Vaux Road, Hongkong.

1308]



400 "Ships" Held Up.

Nothing,

perhaps,

can

better

illustrate

the

serious

position

than

the

following

list

showing

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number

of

vessels

now

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in

the

river.

The

Thames:

Ship

Tonnage

St. Katherine's

11

2,246

London

23

20,078

Surrey Commercial

12

66,739

Millwall

9

16,967

West India

10

23,297

S.W. India

7

19,636

East India

6

16,362

Albert

13

76,643

Victoria

15

69,991

Tilbury

IT TEMPTS THE
PALATE!
ICE CREAM SODA
Our New Drink
DELICIOUS AND REFRESHING

A. S. Watson & Co., Ltd.

Hongkong, 24th August, 1911.

[82]

DEATH.

On the 26th August, 1911, at Amoy, JAMES SWEET CHAPMAN, late of Sugar Loaf Lighthouse (Swatow). Aged 51 years. Shanghai papers please copy. [1458]

NOTICE TO SUBSCRIBERS.

The rates of Subscription to the *Hongkong Telegraph* will be as follows:—

DAILY issue—\$36 per annum.

WEEKLY issue—\$18 per annum.

The rates per quarter and per month, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger.

Peak subscribers can have their copies delivered at their residence without any extra charge. On copies sent by post an additional \$1.00 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is \$1.00 per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

(PAYABLE IN ADVANCE.)

By Order,

"HONGKONG TELEGRAPH."

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C., 5th edition. Western Union.

The Hongkong Telegraph.

HONGKONG, SATURDAY, SEPTEMBER 2nd, 1911.

CHARITY BEGINS AT HOME.

Among some of the Western Powers, and England more especially, there seems to be a desire to thrust gifts on China in a wonderful hurry. Why it should be so we fail to understand. Some say that the Westerner has wronged the Chinese time and time again, and that those gifts are somewhat in the form of fitting reparation. Others advance as a reason, and we think a better one, the desire to give China, within her coasts, those benefits which at present can only be afforded those who can go abroad to find them. The occidentals are too willing to call themselves "miserable sinners" and to reproach themselves continually over the opium traffic, heedless of the fact that in the introduction thereof into China, there were two factors, the demand, first, and the supply, second. Had there been no demand for opium there would have been no supply, and it is as idle to reproach the West on this score, as it would be to scorn the publican who retails a liquid or liquis which may be abused by a few. We notice in a Shanghai contemporary that the Universities of Oxford and Cambridge are to provide a university at Hankow for the Chinese Empire, at a cost of £250,000. This will no doubt confer inestimable benefits upon the Chinese and afford excellent educational facilities, which will be made good use of and its effect on the generations to come will doubtless be of immeasurable good to the race as a whole.

We must confess that we view the scheme with the liveliest dissatisfaction, for we doubt whether England can afford to give away anything like the sum required. By this we do not mean that England is not rich enough; a quarter of a million is but a drop in the ocean, compared with what England can do, but the query always crops up—is there no room at home for the betterment of educational matters? Are the facilities for the education of the masses so excellent that donations in this direction would be a presentation of coal to Newcastle? Are the masters in England so paid that there is no room for improvement, and finally are the opportunities of the improvement impossible? If we answer each question in the negative we venture to think we shall not be wrong. If we are right, the duty of the universities at home is to help educational reform in their own country, not to pauperise China with gifts that the masses at home cannot afford. Were the schools of England so ideally situated that to spend more money were futile, were it possible for a large percentage of the elementary scholars to eventually secure a university training, we should have no ground of complaint, but when many of the scholarships are by private endowment, when the masses have to wait for posthumous gifts to increase their educational facilities, we say emphatically, that the universities have no more right to endow colleges in China than a man has to spend his substance in charity at the expense of his dependents. It is not as though China is so poor that she cannot do her own share in this work and even if she did, we should feel that she was starting at the wrong end of the stick. In our eyes the university is the culminating point of an educational structure, which has its foundations in the elementary school, and though we know some peoples build a house, roof first, we have yet to learn that it is admirable a process, that, by analogy, it should be used in educational matters. An excellent roof is all very well in its way, but we would rather see a few more bricks added to a solid foundation. But to leave our digression, China does not really need these pauperising gifts, and we English have no right to take educational bread from our own children and give it to strangers that are not even within our gates. More money than enough has been wasted by people in the west in their desire to reform and educate the Chinese while the calamities of home are ignored. Money has gone in missions, which could well have been spent in the slums of our huge cities, and is the same thing to be said about the educationalists? By keeping that money at home and diverting it to proper channels we may best follow out the words of Pope:

"For a man kind, heaven with wealth our realm has blest.
Give it to Heaven, by aiding the distressed."

DAY BY DAY.

God help the rich—the poor can wait.

The Rev. H. Foster Pegg, Military Chaplain, will officiate at the Peak Church at 6.30 p.m. tomorrow.

The engagements of the Bishop of Victoria, Sunday, Sept. 3. 8 a.m.: Holy Communion Peak Church 11 a.m.: Preach at the Cathedral.

On November 28 the Crystal Palace will be offered by auction at Messrs. Knight, Frank, and Rutley's 20, Hanover-square, W.

The Postmaster-General gave a dinner Aug. 10 at the House of Commons to bid farewell to Sir Matthew Nathan on his retirement from the secretaryship of the Post Office.

A Small Larceny.

The larceny of a silver vase and a photo frame, valued in all at \$11, has been reported to the police from a house in Babington Path.

Canteen Keeper Missing.

Jeremiah Buckley, of the R.G.A., in charge of the canteen at what is known as the Pine Wood Barracks, has been missing since yesterday.

Clothing the Prison Staff.

Tenders in duplicate will be received at the Colonial Secretary's office until noon of Saturday, the 30th September, 1911, for the making up and supply of winter clothing for the prison staff.

In the Right Places.

It is usual on boats bringing Chinese passengers to Hongkong to carry on board a number of ready made collars. When the s.s. *Tenn* arrived in port yesterday morning, it was found that one of the collars contained the body of a dead man.

The New Government Offices.

Sealed tenders will be received in the Colonial Secretary's office until noon on Friday, September 15, for the letting of the whole or part of the third (top floor) of the New Government Offices. The lease will date from October 1st.

The New Crown Solicitor.

His Excellency the Governor has been pleased, under instructions from the Secretary of State for the Colonies, to appoint Joseph Horsford Kemp to be Crown Solicitor vice Francis Bulmer Lyon Bowley, and Paul Mary Hodgson to be Assistant Crown-Solicitor, with effect from the 1st September, 1911.

Garrison Orders.

Leave of absence, in extension, to the United Kingdom, has been granted to Major T. W. Lightfoot, 8th Rajputs, from 9th February, 1912, to 22nd August, 1912, pending retirement.

Lieut. Ian Benton, R.G.A., having returned to duty on 28th August, 1911, the unexpired portion of his leave of absence, viz., 20th August, is cancelled.

Commissioner of Oaths.

His Honour Sir Francis Taylor Piggott, Chief Justice, has appointed Hugh Adair Nisbet, Registrar of the Supreme Court of Hongkong, to be a commissioner to administer oaths, and take declarations, affirmations, and attestations of honour in the court and a commissioner for taking acknowledgments by married women of debts to be executed by them, so long as he shall hold the said office of Registrar.

Divine Service.

Divine Service will be conducted on Sunday next as follows:—Church of England.—The Cathedral, 9.15 a.m.; Detention Barracks, 8.30 a.m.; Stoepoepeters, Burruks; Under Orders; Military Hospital, Bowen Road, 6.30 p.m.; Lyonnin, Barracks, 11.30 a.m.; St. Andrew's Church, 11.0 a.m.; Monit. Austin, Barracks, Under Orders; Sanitarium, Barracks; Under; Baptist, Congregational, Presbyterian; Union Church, 11.0 a.m.; Wesleyan Wesleyan Church, 10.5 a.m.; Mount Austin, 9.5 a.m.; Roman Catholic; St. Joseph's Church, 10.0 a.m.; Rosary Church, 9.0 a.m.

The Siberian Mail.

The Siberian Mail, via Shanghai, leaves Hongkong to-morrow, Sunday, at 9 a.m.

Sale of Crown Land.

A sale of Crown land by public auction will be held at the offices of the Public Works Department, on Monday, 18th September, at 3 p.m.

Repairing the "Lily."

Tenders will be received at the Colonial Secretary's office until noon of Friday, the 8th day of September, 1911, for the repair of the government steam-launch *Lily*.

Quick Delivery.

The *Toyo-Kion Kaishi* have, this day, received cable from San Francisco to the effect that silk and silk goods ex. S.S. "Tonyo Maru" sailed here on July 29th arrived at New York on August 22nd, 15 days, 15 hours, from San Francisco to New York.

An Appointment.

His Excellency the Governor has been pleased to appoint Arthur George Murdoch Fletcher, deputy official receiver in bankruptcy, to act as official receiver in bankruptcy during the absence of George Herbert Wakeman on leave, or until further notice, with effect from the 28th August.

The Volunteer Concert.

This evening a concert will be given on the Volunteer Parade ground. The proceeds are for the benefit of the family of a private in the corps, who has died. The programme is a good one and a large attendance is expected.

The Temporary Land Officer.

His Excellency the Governor has been pleased to appoint Philip Jacks, assistant land officer, to act as land officer during the absence of George Herbert Wakeman on leave, or until further notice, with effect from the 28th August.

From Peking.

It is notified that information has been received from H. B. M. Minister at Peking to the effect that import of Indian opium into the provinces of Fong-ku, Kirin, Heilungkiang, Shantung and Szechuan will be prohibited from the 11th inst.

Macao Prohibits Importation.

For the information and guidance of those concerned, and in

virtue of the provisions of the

regulation of the 20th December,

1910, an of the order of the 7th

of last March, the following notice is published:

The importation of morphine,

cocaine and compounds of opium into Macao is prohibited.

(a) unless they are intended

for medicinal purposes in

which case importation can

only be made in virtue of

a licence issued by the

superintendent of opium

in Macao, specifying the

quantity and declaring that

such articles are intended

for medicinal purposes;

(b) unless they are intended

for re-exportation in which

case importation can only

be made in virtue of a

licence issued by the

superintendent of opium

in Macao, specifying the

quantity and declaring that

such articles are intended

for medicinal purposes;

(c) unless they are intended

for the treatment of

patients in Macao.

On 10th August, 1911.

Fatal Snake Bite.

Tonight, the proprietress of a barbershop in the vicinity of Pui Sak Lane, in Futsik, received a poisonous bite from a white snake measuring several feet in length, while she was entering the kitchen and dropped to the ground in a fainting fit. The neighbouring barbershop went to the woman's aid, but by this time, the reptile had made good its escape. The unfortunate woman expired some minutes afterwards. The people in the neighbourhood are now collecting a fund, by subscription, for the engagement of a snake-catcher to go away with this evil.

COMPANY MEETING.

William Powell & Company, Limited.

The tenth ordinary meeting of the shareholders of Messrs. William Powell and Company, Ltd., was held at the company's offices, Alexandra Buildings, this morning. Mr. H. J. Gedge presided, and there were present

not been for their close and unremitting attention to your affairs matters might have been in a very much more unsatisfactory condition than they are to-day. It is greatly to be hoped that the corner has been turned, and that the company may once more be put on a paying basis.

Before proposing the adoption of the report and accounts, I shall be pleased to answer any questions that may be put to the best of my ability.

There being no questions, the chairman moved the adoption of the report and balance sheet. Mr. A. S. Ellis seconded and the resolution was carried unanimously.

Mr. A. S. Ellis moved and Mr. J. M. Wong seconded that Messrs. Gedge and Maxon be appointed directors for the forthcoming year and the motion was agreed to.

Mr. G. Maxon moved and Mr. Mauricio seconded that Mr. H. Percy Smith be appointed auditor. Carried.

This concluded the business of the meeting.

RIVER COLLISION.

Loaded Junk Sinks.

CANTON, SEPTEMBER 1.

Some days ago, while the steamer Kwong Tai, plying between Hongkong and Wuchow, was leaving Hokow (Samshui), she came into collision with a junk fully laden with rice, exported from Kwongs and consigned to merchants in Samshui and Fat Shan for sale. The latter vessel sustained severe damage to the forehold and was rapidly taking in water. The Kwong Tai at once stopped the engines and proceeded to the rescue of those on board the vessel in distress. Subsequently she tried to tow the junk back to Hokow, but without success, as the latter, which had sprung a leak, went down with her cargo not long afterwards. The rice merchants' guild in Samshui and Fat Shan have now reported the case to the Samshui Magistrate, and are suing the owner of the Kwong Tai for compensation.

It is still thought advisable to further write down fixtures and fittings, for when we take possession of our new premises it is possible they will not be worth much to us.

Whilst on the subject of our new premises I am pleased to inform you that the work of reconstruction is being pushed rapidly forward, and as far as can be seen at present, we shall be able to take possession in the early spring of next year; the building will be a fine one, equipped with every modern improvement, and most suitable for our business.

Our manager, after a careful stock-taking, declares our stock to be clean and up to date, and the value put upon it represents its true value.

Our London Buying Agency has been improved, our discounts greater, our shipments more prompt, and the general expenses less.

On the whole, therefore, your directors hope, without being unduly sanguine, that when we next meet, given normal conditions of trade in the meantime, that they may be enabled to lay before you a more satisfactory balance sheet.

With reference to the anonymous letter which appeared in the "Hongkong Telegraph" of the night of the 29th of August, I think some reference should be made to the criticism contained in such letter, although, usually, such anonymous letters are not worthy of reply.

With regard to the suitability of the premises that we propose to occupy from the spring of next year, this matter has received

THE GERMAN DUTY ON JAPANESE SILK.

Protest Against Lowering Duty.

The Japanese Consul in Hamburg writes that the silk merchants in Dusseldorf are protesting against the clause in the new German-Japanese Tariff Convention which permits Japanese silk to enter Germany with a duty of 300 mark. They consider this a great mistake, as it will permit Japanese silk to compete with the German-made silk. This competition, the merchants contend, is already sufficiently serious, and to lower the duty to 300 mark would only accentuate the present evil. Accordingly they have drawn up a protest, addressed to the Berlin Government, which they are circulating throughout Germany, in the hope of rousing public opinion on the matter, and thus moving the Government to rectify its error when the Treaty comes before the Reichstag for confirmation.

THE SPARROW HOSTS.

The gathering of the sparrow hosts is one of the most interesting movements in the bird world. Long before the grain has ripened and assumed the russet hue which beautify the harvest squares on the hillside, these birds parade their forces. This is the only time of the year that the sparrow leaves the dwellings of man, and apparently it is for no other reason than that direct dependence upon the human being may be dispensed with for a while. Out in our lonely country districts where the corn is bending beneath its ripening ears the constant cheeping of the sparrows is to be heard. As you follow the hedges which provide excellent cover for the marauders what time danger approaches, you send up clouds and clouds of sparrows. At no other time of the year do you see such flocks as these, observes a writer in the "Agricultural Economist."

THE OFFICIAL TIP-Collector.

Among an exceedingly interesting series of letters by Max de Hogermann-Lindenerone, wife of the Danish Minister to Germany, which is appearing in "Harper's Magazine," the letters in the August number tell the story of a visit to the Court of Napoleon III. at Compiegne, and contain the following amusing account of how the tipping evil was dealt with in those mid-Victorian days.

Before we left Compiegne, when we were taking our morning tea, we were interrupted by the coming in of the majordomo, who handed us a paper. We were not unprepared for this visit, as we had been told by one of the guests who had been here before that everyone was expected to remain in their rooms until this important personage had made his rounds in order to collect the pourboire. I say the pourboire, because what one generally gives separately is lumped into one sum. This paper, which he handed to us almost at the point of his halberde, proved to be a "gic scritto" receipt for six hundred francs—our pourboire!

We were rather a subdued party in the train. The conversation mostly turned on the subject of pourboires. The luisser decides the exact amount that each ought to give. For instance, he knows an ambassador ought to give two thousand francs. For a Minister of State one thousand francs suffices—unofficial people like ourselves cannot be expected to be out of pocket more than six hundred francs. As for the poor nobility of France, they escape with five hundred!"

Mr. G. H. Mair.—Every platitude was once a paradox.

Mr. Harrison Frowin.—The ladder of fame takes a confounding lot of climbing; its steps are legion and slippery.

THE OLD, OLD STORY.

The confidence trick can find victims even in the East and at times the wily Chinese take to confess themselves "done," as in the case which was reported yesterday to the police. It appears that a man, an apprenticed tailor of 30 Saif Street, was walking along Long Street, when he was accosted by a man. The tailor had a bundle of clothing under his arm, when he was met. The two got into conversation and their short talk ended by the man asking the tailor to pawn a gold ring for him. The tailor agreed to do this friendly action, but the other man wanted a sort of security and suggested that his helper should leave with him the bundle of clothing, while he was away. The innocent tailor agreed and went to the pawn shop with the gold ring. There he was informed by "Uncle" that the gold ring was not gold at all but in reality brass. The tailor has paid for his lesson with the bundle of clothing and has reported the matter in the hope of retrieving his loss.

WARSHIPS SCRAPPED.

Ramillies and Resolution Leave the Service on August 7.

Four battleships have already been transferred to the scrap-heap this year, and on August 7, two more—the Ramillies and the Resolution—follow them. These ships, which for some time have been in the Fourth Division of the Home Fleet at Devonport, were towed to the Motherbank, where they will remain until they can conveniently be put up for sale.

These two battleships were built under the Naval Defence Act of 1889, and launched in 1892. They were designed by Sir William White, and on a displacement of 14,150 tons are armed with four 13.5-inch guns and ten 6-inch quick-fires. Their speed under full sail was 17.5 knots, and they are protected amidships by a belt of compound armour 18 inches thick.

Many distinguished officers were associated with the Ramillies on the Motherbank station. Her first commanding officer was the present Commander-in-Chief of the Home Fleet, Admiral Sir Francis Bridgeman, then, of course, a captain, and he was succeeded by Captain W. H. May, who predeceased Admiral Bridgeman in command of the Home Fleet, and who is now Commander-in-Chief at Devonport. Admirals Sir M. Cuthbert-Seymour, Sir John Hopkins and J. and Charles Boreford all flew their flags in the Ramillies in the Mediterranean.

The Resolution was one of the first vessels appointed to serve in the original Nore Division of the Home Fleet, a force from which the First Division of the Home Fleet, with its 12 Dreadnoughts, has since developed.

ELOPEMENT OF AN HEIRESS.

Midnight Marriage with Chauffeur.

New-York, August 9.—In the early hours of this morning the marriage was solemnised of Miss Julia Estelle French, the daughter of Mr. Amos Tuck French, a prominent New York banker, and Mr. Jack Geraghty, a chauffeur.

The marriage has created a sensation in aristocratic circles at Newport, whence the bride, who is eighteen years old, eloped last night in a 60-h.p. motor-car driven by the bridegroom. The couple arrived at a village after midnight and begged the Rev. L. E. Perry, a Congregational minister, who was staying at the village hotel, to perform the service.

Fearful of the hue and cry which would be raised by the father-of-the-bride, the couple roused the town clerk, who issued the license and then resummed his slumbers while the Congregational minister performed the ceremony. Undiscovered by officials of Mr. Amos French, the triumphant couple left the village hotel early this morning, declaring their intention of spending the honeymoon at New York. According to the landlord, however, their actual destination was Boston.

FITTING LINER AS ROYAL YACHT.

Wireless to Keep the King In Touch With Home Affairs.

The work of fitting out the new P. and O. steamer Medina, which will convey the King and Queen to India for the Coronation dur-

ing the cruise will, of course, consist entirely of naval men and will number 450.

The Medina will, in fact, be a royal yacht. Her hull will be painted white, with a band of gold below the gunwale. She will have three masts. The Medina was designed for only two masts, the usual number for P. and O. ships, and they have been fixed in position fore and aft, but a royal yacht requires three masts to carry the necessary number of flags, and a third mast, which will be the mainmast, on which the Royal Standard is to be hoisted, will be stepped in the course of a few days.

As already stated, the Medina is the largest vessel in the P. and O. fleet, being 570ft. long and 83ft. wide. The promenade deck, on which their Majesties will take walking exercise is 300ft. long.

Admiralty officials as well as representatives of the builders, Messrs. Caird, are on board superintending the completion of the ship, and it is hoped she will be ready to leave the Clyde for Portsmouth in the middle of September.

On arriving at Portsmouth the armament to be used by their Majesties will be taken on board, and by the end of October the vessel will be in readiness for the royal cruise.

The King Inspects Designs.

The King has applied himself to much of this work. He had a model of the steamer sent to Buckingham Palace, and he made clear what his requirements were and how they were to be met.

With sailor-like precision His Majesty inspected the designs and suggested certain alterations which were indispensable to the carrying out of his work on board the ship.

When finally completed the Medina will be a Buckingham Palace at sea. Not only will their Majesties live their simple home life on board, but they will also transact business of State precisely as if they were in London.

With this object, the Medina is to be fitted with a very powerful wireless installation, so that the King will be in almost immediate touch with all his Ministers during the whole of his trip to Bombay.

News by Wireless.

All the principal items of news will also be transmitted to His Majesty by wireless from London.

His Majesty's private apartments will be on the port side of the forward star deck, and those of the Queen will be on the starboard side.

Each suite of rooms consists of bedroom, dressing-room, bathroom, sitting-room and writing-room, but His Majesty will have other rooms in which he will conduct his affairs of State.

Private telephones will be installed in a number of rooms occupied by high officials of His Majesty's household in order that instructions may be rapidly given and promptly obeyed.

The dining saloon is also on the star deck, and is a magnificent apartment, capable of accommodating three hundred passengers at one sitting.

Their Majesties will take most of their meals in this room, accompanied by the most distinguished members of their suites.

In addition to their Majesties' own apartments no fewer than forty suites of rooms are to be provided for the ladies and gentlemen in waiting and various high officials who will accompany the King and Queen during the tour. The Duchess of Devonshire, I understand, will be the Queen's principal lady-in-waiting, and her suite of rooms will be almost as large as her Majesty's.

Emergency Storm Rooms.

What are called emergency storm rooms are to be furnished for their Majesties' convenience. They are amidships, and will be used only if the forward rooms being occupied with any degree of comfort.

All the fittings are in carved oak and mahogany, but the scheme of decoration will not be of ornate description.

Rear-Admiral Sir Colin Keppel will be in command of the Medina, his navigating officer being Commander G. N. Toulmin, of the battleship London.

The crew will, of course, consist entirely of naval men and will number 450.

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As already stated, the Medina is the largest vessel in the P. and O. fleet, being 570ft. long and 83ft. wide.

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PHOTOGRAPHIC NOTES.

The Camera at the Seaside.

Some of our readers may be making a short stay at some seaside resort. They will naturally take their cameras with them. Whether they possess an expensive hand-camera or an inexpensive box-form, one costing a few dollars, it will be quite possible for them to obtain pleasing records of their short stay.

Apart from photographing the usual interesting objects possessing historical associations, there will be a hundred and one other subjects which will appeal to the artistic eye of the earnest amateur. Above all, one should

endeavour to secure some representative "snapshots" of beach scenes. These are always attractive, and the veriest novice with the cheapest form of hand-camera will be able to use it at its best.

Exposures at the seaside may be of the briefest character, and yet fully-exposed plates result. The ordinary beach scene at midday, with the sun shining, may only require an exposure of 1-100th sec. (usually the highest speed marked on most hand-cameras), if a special rapid plate is used, and the lens is stopped down to F16.

Exposure.—I have already

hinted that the possessor of a cheap camera can do just as good work as the amateur who is fortunate enough to be the owner of a very expensive instrument. In my opinion, the holiday maker with the cheap camera will be the more likely to achieve success, as in his particular case he will

have no complicated movements to manipulate, and, further, his homely-looking instrument will not be so likely to attract attention. I might suggest that ordinary plates be used in preference to rapid ones, and in the use of slow plates stop the lens down to F11, and set the shutter to 1-50th sec.—this will

usually be found to be the highest speed on the ordinary box-form camera. By following this plan, a plucky fully-exposed negative will result.

Over-Exposure.—In the fault which nearly all amateurs make when taking pictures at the seaside. The reason is that, having been used to the comparatively dull light of an inland town, they forget what

Shipping Steamers.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

"EMPEROR LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Island Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

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From Hongkong.

From Quebec.

"EMPEROR OF JAPAN" ... Sat., Sept. 2. "ALAN LINE" Fri., Sept. 29. "EMPEROR OF JAPAN" ... Sat., Sept. 23. "EMPEROR OF IRELAND" ... Fri., Oct. 20. "MONTEAGLE" Sat., Oct. 14.

"EMPEROR OF INDIA" ... Sat., Nov. 4. "EMPEROR OF BRITAIN" ... Fri., Dec. 1.

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All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States, and Europe, also Around the World.

HONGKONG to LONDON, 1st Class, via Canadian Atlantic Port or New York (including Madeira and, both in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) £71.10/-

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SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia and to European Officials in the service of the Governments of China and Japan, and their families. Full particulars on application to Agents.

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For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

D. W. CRADDOCK, General Traffic Agent,
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INDO-CHINA STEAM
NAVIGATION CO., LTD.

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For Steamship On
SHANGHAI HANGSANG Tuesday, 3rd Sept., Noon.
SINGAPORE, PENANG KUMSANG Wednesday, 4th Sept., Noon
& CALCUTTA LOONSANG Saturday, 9th Sept., 2 p.m.
MANILA MAUSANG Monday, 18th Sept., Noon.

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The steamers "Kutsang," "Nansang" and "Foiksang," leave about every 8 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

† Taking Cargo on Through Bills of Lading to Kudat, Lahad Datu, Sipora, Tawau, Usukan, Jesselton & Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LTD.

General Managers.

Hongkong, 2nd September, 1911.

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THE BANK LINE, LTD.

REGULAR SERVICE FROM HONGKONG FOR
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SHANGHAI and JAPANESE PORTS.

Steamer Captain Tons D W On or about
"SUVERIC" F. Cowley 11,000 September 5th.
"KUMERIC" G. McGill 11,000 October 3rd.
"LUGERIC" October 25th.
"HERCULES" November 10th.

To be followed by other steamers of the Company at regular intervals.
The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, and Central and South America. Will call at Amoy and Keelung if sufficient inducement offers.

These steamers are of the Newest Design, have most Convenient Accommodation, and are fitted with Electric Light and Wireless Telegraphy.

Special Parcel Express to American and Canadian Points.

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THE BANK LINE, LIMITED,
KING'S BUILDING, Praya Central.

Telephone No. 780.

Hongkong, 26th August, 1911.

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NEW LINE OF STEAMERS
TO
SOUTH AFRICAN PORTS.

ORIENTAL AND AFRICAN LINE.

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PROPOSED SAILINGS.

S.S. "DUNERIC" 8,000 tons. To be placed end Dec.

S.S. "KATANGA" 5,500 tons. To follow

and regularly thereafter.

For rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED,
Managing Agents.

Hongkong, 28th August, 1911.

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Shipping Steamers

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG
SUBJECT TO ALTERATION

DESTINATIONS. STEAMERS. SAILING DATES, 1911

MARSEILLE, LONDON AND TANGO MARU, WEDNESDAY, 1st Sept., D'light.
ANTWERP VIA CAMO MARU, WEDNESDAY, 27th Sept., at Daylight.
SINGAPORE, PENANG, CO-LOMBO AND TAKI MARU, WEDNESDAY, 11th Oct., at D'light.
PORT SAID, KAMO MARU, WEDNESDAY, 1st Sept., D'light.

VICTORIA, B.C., & SEATTLE via KAMAKURA MARU, SATURDAY, 1st Sept., from KORE
& SEATTLE ... TUESDAY, 5th Sept., from KORE

VICTORIA, B.C., & SEATTLE via INABA MARU, TUESDAY, 12th Sept., at 4 p.m.
KELUNG, SHANGHAI, MOJI, KORE, YOKOAKO, SHIMIZU & YOKOHAMA, TAMBA MARU, TUESDAY, 15th Oct., at No. n.

SYDNEY & MELBOURNE, via MANILA, THURSDAY, 27th Oct., at Noon.
TOWNVILLE and BRISBANE, NIKKO MARU, FRIDAY, 27th Oct., at Noon.

N'SAKI, KOBE & YOKOHAMA, KUMANO MARU, WEDNESDAY, 27th Sept., at Noon.
YOKOHAMA, CAPT. M. Winckler, T. 6,000

KOBE & YOKO-MISHIMA MARU, THURSDAY, 11th Sept., 11 a.m.
HAMA, WAKASA MARU, WEDNESDAY, 13th September.

BOMBAY via HAKATA MARU, TUESDAY, 5th September.
SINGAPORE & COLOMBO, CAPT. K. Soeda, Tons 7,000

§ Fitted with new system of wireless telegraphy.
Omitting Keelung & Shimizu. * Carries deck passengers. † Cargo only.

NEW LINE OF STEAMERS BETWEEN
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Regular service (once in every 18 days) from Kobe to Calcutta calling at Singapore, D'ongang and Rangoon.

The first steamer to sail from Hongkong:

"JINSEN MARU" Tons 3,782, On September 26th.

CHEAPEST SUMMER RATES

between HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911.

Special Excursion Tickets (1st & 2nd class) available for 3 months.

YOKOHAMA, KOBÉ, MOJI, NAGASAKI
RETURN. RETURN. RETURN. RETURN.

1st Class \$120 \$110 \$100 \$90

2nd " \$ 80 \$ 70 \$ 60 \$ 50

With option of rail between steamers calling ports in Japan.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailing, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,

Manager.

Shipping Steamers

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

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EAST ASIATIC SERVICE,
Regular Sailings from JAPAN, CHINA and PHILIPPINES,
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Marseilles, Havre, Bremen and Hamburg and New York.
Taking cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Genoa and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

"OUTWARD" "HOMeward."

For Shanghai, Kobe & Yokohama:

S.S. "Alesis" 1st Sept.

S.S. "Sengerblitz" 29th Sept.

S.S. "Bayern" 6th Oct.

S.S. "Arcadia" 13th Oct.

S.S. "Slavonia" 3rd Nov.

S.S. "Scandia" 16th Nov.

S.S. "Spectra" 2nd Dec.

For Further Particulars, apply to—

Hamburg-Amerika Linie,
Hongkong Office.

Hongkong, 26th August, 1911.

COMMERCIAL

Weekly Share Report

Hongkong, September 1.

The activity in the market continues and the volume of business put through has been larger than for some considerable time past.

Rubber continues firm, the quotation for the raw material from London being 4s 0 1/2d. per lb. and the share market appears to be steady.

Banks.—Hongkong and Shanghai Banks have been dealt into a fair extent at \$885 with further buyers.

Marine Insurances.—Unions

are wanted at the advanced rate

of \$817 1/2, but sellers appear to be holding for higher rates. The

weakness in Canton reported last week has disappeared; the shares

now being in demand at \$205.

North China has been an exceedingly erratic market, but although no transactions have been reported the market has fluctuated between Tls. 150 and Tls. 100, closing with buyers at Tls. 154.

Fire Insurances.—Hongkong fires continue in strong request and shares could be placed at \$360. China fires are wanted at \$125 1/2.

Shipping.—Hongkong, Canton and Macao Steamboats, after trans-

actions at \$281 1/2, could probably

be again placed at the rate.

China Manilas are stronger with small

transactions at \$10 1/4. Shells

continue weak, the last quotation

from London being 70s. each.

Indos are quiet at \$60 and Old

Star Ferries at \$27 and the New at

\$17 are unquoted.

Refineries.—China Sugar,

which at the beginning of the

week was quoted to \$135 owing

to profit taking, have again

strengthened. Transactions have

been reported as high as \$147

due, no doubt, to the exceedingly

strong position of the raw sugar

market. At the close the quotation is \$140 sellers.

Luzons for the same reasons pursued

THE RIGHTS, DUTIES
AND LIABILITIES OF
SHAREBROKERS

[Copyright.]

(Continued from last Saturday.)

This statute, however, was held to refer only to such stock as could be considered to be public funds or securities, guaranteed by the British Government, and did not affect shares in other Companies not guaranteed by Government or foreign stocks (*Williams v. Type* 23 I.J.J. Ch. 860, *Hewitt v. Price* 4 M. & J. Gr. 355, *Wells v. Porter* 2 Bing. N.C. 722). Therefore, by no Act in force in this Colony in 1843, nor by any Act or Ordinance in force here at the present time, is gambling in shares, other than British Government securities, illegal. Neither is such gambling illegal at common law. With reference to this it may be useful to refer to the judgment of Lindley J. in the case cited of *Thacker v. Hardy*; where he says (at p. 688): "It required a statute (7 Geo. 2 c. 8) to prevent gambling in public funds. Moreover, even when that Act was in force, gambling in shares and foreign stocks was held not to be illegal, either under the Act or at common law. Lord Tenterden indeed was of opinion that such gambling was illegal at common law. He said so in *"Boyd v. Lewis"* (R. & M. 380); but this opinion was declared erroneous in *"Hibbawhite v. M'Morine"* (5 M. & W. 462)."

The statute of 7 Geo. II c. 8 was repealed in England by 23 Vict. c. 100, but it has never been repealed in Hongkong, and, as stated, the latter Act is not in force here.

Therefore as the law now stands in Hongkong there is no legal prohibition whatsoever upon contracts in the nature of time bargains for the sale or purchase of shares in ordinary Companies, even if it is well known to all parties concerned that it is intended that only the differences should be paid or received.

The Ordinance No. 5 of 1891, however, practically renders it impossible to make valid contracts for the sale of shares which the vendor does not possess, or has no means of procuring. But, as already stated, perfectly valid contracts may be made, and may be deemed to be implied, between a broker and his principal for the indemnity of the former by the latter in respect of losses which the broker may incur in carrying out his principal's instructions to enter into gambling contracts, or contracts which are void under the Ordinance of 1891.

The position of a broker who, acting on his principal's instructions, enters into gambling contracts for the sale or purchase of shares on time, or shares without numbers, is shortly and clearly stated in the judgment of the Judicial Committee of the Privy Council in the case cited of *"Förger v. Ostiguy"*, in which it was said "Even where a person is employed to enter into gambling contracts upon commission, it has been held by the Courts of this country that, if he make payments in pursuance of such employment, he can recover such payments from his principal, that the implied contract of indemnity is not in such a case, in itself a 'gaming or wagering contract,' and is therefore not null and void. The intervention of the Legislature was considered 'necessary in order to invalidate such contracts'—the Gaming Act 1892."

Although neither the Gaming Act, 1892, nor the Act of 8 and 9 Vict. c. 100 is in force in Hongkong, those Acts are nevertheless in force in Shanghai, so far as regards persons there who are subject to the jurisdiction of His Britannic Majesty's Supreme Court of China, for, by the China and Cores Order in Council 1904, it is provided, by Article 80, that "subject to the provisions of this Order, the civil jurisdiction of every Court acting under this Order shall, as far as circumstances admit, be exercised on the principles of, and in conformity with, English law for

"the time being in force." Therefore, in Shanghai, and, in other Treaty ports of China, if a shareholder makes contracts for a principal, from the terms of which it can be inferred that they are gambling contracts, or which the broker himself well knows to be nothing but gambling contracts, such contracts cannot be enforced, either directly or indirectly; nor is the broker entitled to any commission in respect thereof, nor to be indemnified against any loss he may himself sustain. But it must be remembered that in order that a time bargain shall constitute a gambling contract it is necessary that it should be distinctly understood, at the time it is entered into, that it is not to be carried out, but that it shall be settled by the payment of difference. If the question is left over, as to whether it shall be so settled, or whether it shall be completed by delivery of the shares, it is not a gambling contract. The surrounding circumstances would probably serve to remove any doubt on the point, e.g. if the seller never possessed, and was unable, or made no attempt, to acquire the shares he put out to contract to sell, this would be very fair evidence that it was a gambling transaction. As Lord Halsbury L.C. put it in the case of *"Universal Stock Exchange v. Strachan"* (1890) A.C. at p. 171, "Then if the real meaning of the parties is this, that there is to be only a payment of differences, what is it but a gaming and wagering transaction between the two as to what shall be the payment on the one side or on the other side."

In this connection, and also showing another right of a share-broker (although one which could never be exercised by an honest man) it may be useful to refer to the very recent case of *Re Thacker, Stretcher*, (1911) 1 K.B. 296. In this case the plaintiff sought to recover from the defendant, a broker, certain profits made by share speculation out of the Plaintiff's money, and a sum of money paid by him to the defendant for the express purpose of further speculation in shares. The contract between the Plaintiff and the defendant was expressly stated to be one whereby the money deposited by the Plaintiff should be used by the defendant in speculating in certain shares, and would be refunded on a certain date, together with any profit (if any at all) which might represent differences, less some percentage. The Plaintiff was to sustain no loss, but if the market value of the shares speculated in was less on the date fixed for repayment than on the date of the deposit, he was to get his money back without interest. It was ingeniously argued on the Plaintiff's behalf that the contract was not one of gaming and wagering as defined by Cotton J.J. in *Thacker v. Hardy*, for there could be no actual loss to the plaintiff whether the stocks rose or fell in price. It was however held by Chamber J. that, as the plaintiff was, by the terms of the contract, to lose the interest upon his deposit in a certain event, this was to his mind, "sufficiently a loss to bring the contract within the spirit though perhaps not within the actual wording of the definition." He therefore decided that the contract was one of gaming and wagering, and was rendered null and void by Section 18 of the Act of 1845. Consequently judgment was given for the defendant.

The contract of indemnity between a principal and a broker has been held to entitle the broker, who, in accordance with the rules of the Stock Exchange, has made a time contract in his own name for the purchase of shares for his principal, to immediately sell such shares in the event of the death or insolvency of the principal. This was so held in the case of *"Lacey v. Hill"* I.R. 8 Ch. 921, in which case Sir J. Mellish L.J. said that the rule of the Stock Exchange was very reasonable which provided that where "the principal dies or becomes bankrupt, or falls into such a state of insolvency that it is manifest the brokers cannot depend on him to protect them against any loss that may occur, then the brokers may at once terminate the transaction, so as to make the profit or loss, whichever it is, depend upon the state of things on that day, and not to run the risk of any further loss."

Although neither the Gaming Act, 1892, nor the Act of 8 and 9 Vict. c. 100 is in force in Hongkong, those Acts are nevertheless in force in Shanghai, so far as regards persons there who are subject to the jurisdiction of His Britannic Majesty's Supreme Court of China, for, by the China and Cores Order in Council 1904, it is provided, by Article 80, that "subject to the provisions of this Order, the civil jurisdiction of every Court acting under this Order shall, as far as circumstances admit, be exercised on the principles of, and in conformity with, English law for

POKER.

Mississippi River Boats Saw Some Notable Games of Poker.

"Somebody told me the other day that they have started poker playing on the Mississippi river boats again," said the gray-haired, young-looking man in the club smoking room. "It's rather interesting if it's true, which I seriously doubt," he continued, "for the conditions are totally different from what they were when I was a youngster."

"The great attraction, to me at least, was the excitement that was so often to be found in the saloons of the boats late at night when there would be one or two, perhaps half a dozen, poker games started."

"One game I saw in which all the dramatic climaxes seemed to be reached, all the elements of the old-time Mississippi river story being present..."

Many Sharers There.

"It was on the Belle of the Bayous, a famous boat in her day, but who's a favourite among travellers for the luxury of her appointments and the superlative excellence of the cookery on board. The time was soon after New Year's, when the planters had settled up with the factors in New Orleans and obtained the money for their crops. After a stay in the Crescent City they were returning home, and a considerable party of them was on this boat. Naturally enough there were three professionals there, too. Perhaps more, but I only recognized three.

"He found a seat at one of the tables that night, but so far as I could judge he had no confederate in the game. There were four others playing, but they were all, as I learned afterward, men of unquestionable character. Two were brothers who owned a large plantation in Arkansas; George and Jerry Vardaman by name. One was a Memphis lawyer, whose name I forgot and the other was a New Orleans merchant named Carriere or something like that, going north on business."

"Du Pont, the gambler, was certainly adroit, for he was singularly quiet and reserved in his manner and seemed less enthusiastic about the game than the others. Vardaman started the excitement. It was his ante, and after the others had all come in with two bits each on his 10-cent blind he raised it \$2. The lawyer looked a little doubtful, but trailed on, and Jerry Vardaman and Carriere both dropped.

"Then du Pont covered the raise. If he had been playing crooked, as I now believe he was, he would have known (he being the dealer) that he was safe enough in raising, but perhaps to disarm suspicion he simply trifled.

"Vardaman called for two cards, the lawyer for one and the dealer took two. The lawyer bet \$5, and again du Pont trailed, though he did so this time without looking at his draw, plainly indicating that he was waiting for Vardaman's play.

"The latter looked at his draw a little too eagerly, for it looked as if he had either been bluffing or that his three of a kind were small. When he saw his whole hand, however, his face lighted up and he raised it \$10.

"The lawyer also seemed pleased and he made it \$10 more. It looked to me as if he had wanted to raise from the first, but had refrained for fear of driving away customers.

"Then du Pont looked at his cards with ostentatious care. What he found must have pleased him, for he made it \$20 more. It was the largest single bet up to that point, but it was only a beginning.

"They raised it \$20 at a time for several rounds then \$50 and \$100, and each man raising as it came to him till there must have been \$2,000 or \$3,000 on the table. And they looked at one another in wonder."

"Finally Vardaman said with a laugh, 'I reckon I win, but I don't want to rob you,' and he trailed.

"The lawyer said, "I was just thinking the same thing. The pot is big enough to satisfy me. And he closed it."

"But du Pont won. Each man had fours, but his were the highest.

"The excitement of high play had taken hold of the party though, and even Cartier and Vardaman's brother, who had dropped out of the struggle, were ready for the next one. As it came immediately—the pace was set, and thereafter there was no lack of interest.

"Du Pont, of course, was the largest winner after the contest of the fours, and it was noticeable that he continued to win—on every hand, but more frequently and more heavily than he lost.

Out With a Pistol.

"Suddenly I noticed that some body in the group of lookers-on which had grown to the number of more than a dozen, was shouldering his way ahead of me, and I started to object, but seeing that it was the captain of the boat I held my peace.

"What happened was that the lawyer exclaimed suddenly, 'Hold on! That card came from the bottom of the deck. And the next instant he was looking into the muzzle of du Pont's derringer."

"But Jerry Vardaman also spoke. 'That's right. I saw it myself, and struck out across the table. Whether du Pont's aim was spoiled by the blow or deflected by Vardaman's interruption I could not see, but there was a shot that went wild and then the gambler was disarmed and struggling madly in the grasp of several men."

"The captain was one of these, and he spoke up coolly enough, 'Leave this to me,' gentlemen, and the others let go, whereupon du Pont ceased struggling.

"'You've caught this man fairly,' continued the captain, 'and he will play no more on my behalf. If you want to complain against him for attempted murder I will take him to the next landing and have him held for trial.'

"But the lawyer said, 'Not I. He didn't hit me and I have no time to waste that way.' And none of the others cared to prosecute him. So the captain made him surrender the money he had won in the game and set him ashore in the woods, sending the mate out with him in a rowboat.

"It was not an unheard of punishment in those days, and it was said that men so marooned did not always appear again, for the country was exceedingly wild in places. I never knew whether du Pont found his way out of the wilderness or not, but he took his medicine like a man."

LADIES' COLUMN.

Swimming for Ladies.

During recent years the medical authorities have begun to realize the fact that swimming and diving properly taken form the finest health cure and also provide an exercise which cannot fail to prove an invaluable asset to the requirement of beauty, a well-formed figure and a fine complexion. But, notwithstanding these advantages, swimming as an exercise and a health-restorer has not been properly understood, especially among the majority of the fair sex. The consequence is, it is often regarded as an exercise not quite suitable for them. It is well known that water is the finest medium in the world through which one may cure the many ailments the human flesh is heir to, therefore swimming must be regarded as the king of health cures.

In the first place it exercises both arms and legs equally and every muscle is stretched to its utmost limit. This, of course, gives grace to the carriage and suppleness to the form, for it does not knot the muscles and build them up on the limb in huge unsightly bunches. On the con-

trary, it tends to produce those long and pliable muscles which go to make a perfect human figure, and if persisted in, the art of swimming will produce the straight shoulders, high bust, well-developed lungs, and that beautifully turned throat which is so often referred to by the beauty specialists and so much admired.

"The 'kick' in swimming is considered the greatest exercise known for correcting structural errors in the hips and moulding them into the proper proportions. As a beautifier of the complexion there is no greater agent than swimming, especially in the open. The contact of the body with water of a lower temperature than the bodily heat attracts the blood to the surface, and the blood forcing its way through the minute channels of the skin develops these channels into a permanent course. In time the strengthened heart, through the exercise, pumps the blood to them as regularly and forcibly as to the other arteries and veins in the body.

The result is that the red glow that comes of perfect circulation becomes permanent, impurities are carried away naturally, and blemishes disappear, for it is through the want of perfect circulation that blemishes and other skin disfigurements are contracted. It therefore will be admitted that the practice of swimming is of the highest importance, for it affects the system more powerfully than any form of gymnastics or sport, even in the very points wherein their excellence consists; besides which, it is applicable in a thousand circumstances where they are not. Some exercises of a gymnastic character are no doubt productive of bodily deformity, more particularly those which do not require all parts of the body to work equally. If, therefore, we are anxious to preserve regularity of form we must practise exercises in which all parts of the body perform work in proportion to the strength of the muscles. As swimming needs regular action of the limbs, no syllabus of exercise is needed for counteracting stooping positions, for during the exercises one must breathe, and do so with some force, and to swim properly one must not stoop. Therefore, as the most profitable way of dilating the lungs, developing the chest and muscles, preserving regular bodily form, and promoting a healthy condition, it will be admitted that swimming is second to none as an exercise, especially for ladies.

Since I undertook to advocate long-distance swimming among ladies I have been favoured with a greater number of letters, in all of which I have been told that they have benefited greatly by the exercise, and it is a great pleasure to me to know that the advice tendered in those notes has produced such splendid results. When it was first suggested that ladies should undertake a swim of fifteen miles there were many who held up their hands in horror, but it has been proved beyond all question that those who practised regularly are equal to the task. On July 22 the race for men was decided over the course from Richmond to London, and the time occupied was three hours thirty-six minutes. Since then one competitor in the race to-day has swum the reverse way in three hours and sixty-two minutes, which is an exceptionally fine performance and indicates that the race among the ladies is going to be particularly keen, especially as most of them have done some very long swims, and tell me that they have greatly improved in speed. I am not going to tip the winner of the event, because that is not my practice. I simply wish to point out the advantages of the art of swimming and how much good the practice for such an event as the one under notice has done for those who take part in it.

WILLIAM HENRY.

Mr. Andrew Carnegie.—The nation which insists on sitting in judgement in its own cause when it chooses to declare its honour or vice interests concerned, denies the first principle of natural justice.

THE MODERN MOTHER.

(Continued from last Saturday.)

Not one of these changes will stand the light of inquiry and most of them shrivel up under the first drop of the acid test of investigation and comparison. To take the gravest and most fundamental charge first: Is the American mother of to-day physically unfit for her vital and noble task—the bearing and rearing of children? Nothing could be more disastrous than her failure in this regard; and, from a biological point of view, the most striking place in women is the lack of physical fitness for the bearing and rearing of children.

The real and supreme test of any civilization is the quality of the men and women it produces, the character of the children that it breeds. The old German proverb goes to the heart of the matter: The best of everything is none too good for the child.

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In short, there never was a time in the history of the civilized world when women were as well abreast of men physically as they are to-day. What they lack in muscular vigour and aggressiveness, they fully make up in resistance. Women, in spite of the outcry that their sensitive nerves often make in advance, bear real pain and prolonged suffering more patiently and bravely than men do, and stand it better. They can maintain some sort of physical equilibrium upon smaller amount of food and with less air and outdoor exercise than men. They will stand for half a lifetime a monotonous drudgery of unending work in treadmill called home that would drive most men to drink, or the insane asylum, within five years. Contrary to popular impression, they resist most diseases better than men do, not merely in proportion to their size and muscular strength but absolutely; and, oddly enough, this discrepancy is the most striking in the acute infections, such as tuberculosis, pneumonia and typhoid—in all of which the male death-rate is slightly but distinctly higher than the female. Between five and ten per cent, more men than women die of tuberculosis, for instance.

Almost the only class in the community in which the mortality and morbidity of women exceed that of men is among farmers' wives—and for reasons that are perfectly obvious to anybody who has ever lived on a farm. Even here the greater death and disease rates, and insanity rate as well, show only in those two ten-year periods when many farmers' wives are engaged in working themselves to death and, at the same time, bearing too many children. It used to be a common saying in the Middle West, thirty years ago, that most successful farmers' wives—*and* for reasons that are perfectly obvious to anybody who has ever lived on a farm.

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increased an inch and a quarter, and the chest-girth and weight in proportion—upon factory operatives and upon school children.

The objection may, of course, be raised—as in the nature of the case, most of these measurements have been taken upon men—can we be sure that the same process is taking place in women? Fortunately this doubt can be laid at rest at once; for in vital statistics, which, of course, include impartially both men and women, at almost every age, with the single exception of one decennium during the period of child-bearing in women, the lowering of the morbidity—percentage of illness—has been greater in women than in men, the increase of longevity has been nearly two years more, and the decrease in the death-rate has been greater. In the matter of height, weight and chest-girth, such smaller numbers of measurements of women as have been made point also in the same direction.

A Healthier Race of Women. Girls in schools, for instance, have not only made a greater increase and improvement in height and weight than boys but have actually at certain ages absolutely outstripped them, and are for a time the physical superiors of boys of their own age—though, of course, usually inferior in muscular vigour. Incidentally it may be remarked that much of this inferior muscular vigour in girls is due to our antiquated and senseless training in dress, deportment and ladylike behaviour, and the avoidance of tomboyism. Not infrequently nowadays, where children are allowed to grow up unspoiled and natural, or what is commonly termed "thoroughly spoiled," a girl will become the head of the gang—or the bully of the school.

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UNIVERSAL PEACE.
CECIL RHODES AND HIS
SCHOLARS AS FACTORS IN
INTERNATIONAL CIVILIZATION.

(Continued from last Saturday.)

Fourteen years later, in 1891, he sent to Mr. Stead, a letter in which he formulates, roughly but unmistakably, what we may well call his creed. The centre of that creed is once more a secret society, and the sum and end of it all is the peace of the world, with a single language universal and triumphant.

Eight years later he drew up his last Will, the Will which founds the Scholarships.

The main provisions of that Will are so well known that I need not do more than briefly recapitulate them. The bulk of his wealth Mr. Rhodes left to seven trustees, directing them to establish scholarships, tenable for three years, at the University of Oxford, for which should be eligible:

- (1) Colonists from different portions of the British Empire.
- (2) Students from the United States of America.
- (3) Germans.

Colonists are to be brought to Oxford "for instilling into their minds the advantage to the Colonies as well as to the United Kingdom of the retention of the unity of the Empire." Americans are to be included in the scheme in order "to encourage and foster an appreciation of the advantages which I implicitly believe will result from the union of the English-speaking peoples throughout the world, and to encourage in the students of the United States of North America who will benefit from the scholarships, an attachment to the country from which they have sprung, but without, I hope, withdrawing them or their sympathies from the land of their adoption or birth." And, finally, fifteen scholarships are assigned, by codicil, to Germany, because "an understanding between the three great Powers will render war impossible, and educational relations make the strongest ties."

If we compare this Will with the documents in which Mr. Rhodes gave earlier expression to his beliefs and aspirations, we can only feel that his thought has grown and expanded, even while remaining in one sense the same. It has not altered in fundamentals, for the same ideas are there, dominating the whole; peace triumphant over war; education marking for the union of peoples; international sympathy developing, not in spite of, but through, national loyalty. But the form which the ideal takes has undergone some change. In the first place, it is now less a question of "British rule" than of "Anglo-Saxon union." The ideal now is one of confederation, not of "absorption within the British Empire." In the second place, Germany for the first time comes within the scheme. The occasion for this addition may have been accidental, the recognition, so he tells us in the codicil, of English as an compulsory subject in German schools; but the real cause must be looked for in something deeper, in some underlying sense of the ultimate affinities of the German-speaking and the English-speaking peoples of a common, or at least of similar, ideal working it out in the character and history of the three great branches of the Teutonic family.

It may be that Germany never entered so completely into the heart of Mr. Rhodes' dream as did the United States of America; that his dream remained, as a dream, essentially Anglo-Saxon in character. But dreams have in the end to compromise with facts; and Mr. Rhodes at grip with the facts came, apparently, to feel that the destiny of the German race was sufficiently allied to that of the English-speaking peoples to make co-operation between the two, for a common and genuine possibility. Perhaps also he may have come to regard his original vision of the world dominated by one people, and attaining to peace in that way, as, if not fanciful, at least remote, to renounce himself that it might be worth while to do something in the meantime to forward the great ideal of justice.

liberty and peace, by promoting the co-operation of peoples the similarity of whose history, traditions and ideals might justify the experiment.

And if the extension of the scholarships to Germany sacrificed something of his original dream, the sacrifice brings its own compensation. For it plants the scheme more broadly on the roots of things; it brings us one stage nearer recognition of the fact that the peace of the world is destined to come, not sooner merely, but more wholesomely even, and more irrevocably, through the concerted action of different peoples, whose differences have been merged in a common hunger for justice and peace, than through the predominance in the world of any one Power. It may be that the fifteen German scholarships make no great show beside the ninety-six American and sixty (or, as they now are, seventy-eight) Colonial. But they have, I think, a significance of their own, of which number is no measure.

So much for the ideals and aspirations of Cecil Rhodes, as they shaped themselves in his brain, and developed, and came in the end to express themselves in the establishment of the scholarships. He must be cold, whose blood moves no faster for the splendour of this ideal.

I turn to Cecil Rhodes' scholars, to that body of men through whom his ideals are trying to secure to themselves a place and an influence in the world. Who is obvious as they to preach the gospel of international conciliation? It might almost be said that a scholar whose spirit does not answer to the call of the motto "Pro patria per orbis concordium" is a failure for Cecil Rhodes; a failure for his idealism, and for the efforts which he has very visibly made to translate that idealism into the language of practical life. This does not mean, of course, that a Rhodes scholar commits himself to any particular belief or doctrine. Election to a scholarship is not initiation into a society admission to which is conditional on the profession of a certain creed. All that Mr. Rhodes demands is that in the selection of his scholars weight be attached to such qualities of mind and character as are likely, in his view, when brought under appropriate influences, to develop a special attitude towards life, in particular a special attitude with regard to social, service and the mutual relations of peoples.

But the influence of circumstance on disposition, however ultimately inevitable, is yet not for us calculable beyond the chance of disappointment; and it may be that, in one case or another, the direct contact with the life and thought of other peoples, of which these scholarships are the opportunity, will issue in widened sympathies, will not generate a zeal for the service of man, will not bring any nearer to us the peace of any. Well, we can do no more in that case than record a failure—a failure, that is, of Mr. Rhodes' idea, and of the influences upon which he relied. For a Rhodes scholar who is not willing, on his way through the world, to do his share in the work of reconciling devotion to country with loyalty to the cause of peace is in one sense untrue to the Rhodes ideal: untrue, that is, not in the sense that he is false to any profession of his own—for he has made none—but in the sense, simply, that he was meant (may we not say?) in the hope of Mr. Rhodes, to grow to a certain attitude or outlook on things, and has not done so.

We have seen that it was an idea constantly present to Mr. Rhodes that he might found a society copied from the Society of Jesus—"a secret society," he writes in 1891, "gradually absorbing the wealth of the world, to be devoted to this object," viz: "to securing the peace of the world for all eternity." His idea may not have been destined to realize itself in just the form of which he dreamed. That after all is a small matter. The bigger a man's idea the less can be told what time may make of it. That is the penalty he must pay for the privilege of giving birth to something which has life in it.

There are many doors and alleys, with few signs or nameplates. Through a door the stranger sees an elevator. He walks in. Nobody in sight. But there

HOW THE FRENCH DO BUSINESS.

(Continued from last Saturday.)

France is a land of certainties because it is a land of contentment and equilibrium. Her population just about balances—it has barely doubled in the past two hundred years; for in 1700 it was twenty millions and to-day it is forty. Her people just about balances as to occupations, for somewhat more than half of them are on the land and the rest in the towns. Her food supply just about balances with the national appetite in a normal year and her exports just about balance with her imports; so there is only a small foreign bill to meet.

Upon her profits at home and her bond interest abroad France preserves a golden mean and adds to her well-balanced savings. The Frenchman is social and absorbed in his family, his relatives, his politics. His capital is the world's centre of culture; his country offers everything that a well-balanced man can possibly want. So he stays in France and does his share toward preserving the happy equilibrium by having a small family, saving enough to educate his son and give his daughter a marriage portion; finally stepping out of his business at fifty and going fishing.

Now when the American goes to Paris to do business he finds the Frenchman lacking in the ambition by which he has been accustomed to move people at home. The youngster leaving school in America, England, Scotland or Germany selects an occupation chiefly for the opportunities it offers to rise by hard work. Present returns—and evenability—are often foregone for the chance of large returns in the future. In the business life of these nations there is always the desire for expansion; and one man builds himself up by showing his employees or his customers or his shareholders how to build themselves up. But that isn't the Frenchman's idea at all. His conception of a suitable occupation is the Government job, with its modest but steady salary, its absolute stability, its bit of official distinction and its pension at the end. With that sort of the certainty he can arrange his whole life—and it is merely a matter of keeping within his appointed expenditure.

If he goes into business and strikes a monkey or a field that promises to make him rich, he sticks to it long enough to secure what he sets out to get on leaving school—and then sells his interest. It is much the same with the French workman, the French clerk, the French youth whom the American may try to transform into a salesman or a superintendent. According to his lights, the French brother will work loyally and hard; but it is mighty difficult to throw him off the national balance. —James J. Collins, in the "Saturday Evening Post."

In Paris it is often difficult for the stranger to find the firm he is looking for. He has the street number, to be sure; but that merely designates the entrance to a large courtyard. The door is big enough for automobiles to go in, and horse carts, which take away boxes and crates of bonnets and even machinery, by the only quick delivery service that Paris seems to know in this line.

The stranger walks into this court. At one side he sees an ornamental fountain, formerly a pump over the well from which tenants got water. Even now, though connected with the Paris mains, it may be the sole supply for the unpiped flats and offices. Various kinds of work are going on in this courtyard. Knives and scissors are being ground; goods are being packed. New covers are being put on mattresses in sight of owners; so that there may be no trickery with the valuable wool filling—which suggests to the American a market for cotton-fibre mattresses.

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is a button. He pushes it thinking the janitor will answer. The empty elevator starts upward all by itself—it is automatic. He sees another button, labelled "Descente," and pushes that. But the elevator still rises grimly. He concludes that he had better get out of the place before the thing goes through the roof, and he slinks into the courtyard again, hoping that nobody has seen him. Then, probably, the concierge or his wife comes out of a dark lodge and helps him find the firm he wants. Not always, though, for sometimes even the concierge is at loss.

One day the Paris representative of an American locomotive-building concern was asked over telephone to call for an order. On arriving at the street address given he could find no sign bearing the name as he had caught it on the wire, and the concierge did not recognize it. The customer was there, undoubtedly; but that order is still unfilled. It was only for a two-dollar lamp, to be sure. Yet had the lamp been satisfactory it might have led the customer to buy a railroad locomotive.

The Paris business man, when finally located, is found doing business among velvet upholstery, lace curtains and other feminine fittings not known in our business establishments. But he is kindly and accessible, and rather partial to Americans.

More Americans do business in Paris than in either London or Berlin. Many of them are buyers of French goods for export. The artistic and luxurious nature of French products generally leads the Frenchman to worry less about price competition than the Englishman or the German, so that he is not inclined to be resentful when he sees Americans selling in his market.

Then it might be said that the Frenchman and the Yankee understand each other because they are both men of it in greater degree than the German or Englishman. The German feels more at home in copying than in originating, outside of scientific research; while the Englishman will usually value a precedent before an idea.

Again, the Frenchman's conservative scheme of business leads him to like American energy and daring. When the Yankee department-store buyer rapidly sorts the Frenchman's samples into three piles, says that those in the first he does not want at all; those in the second he will order, and those in the third he wishes to consider again to-morrow, the French brother is full of admiration at his decision. Nowadays it is considered wise to put French goods into business houses managed by Americans in Paris, so that they can catch some of this spirit.

The French scheme of business demands considerable study and experience before the stranger is at home in it. An American is somewhat at a loss for a time in a land where checks are seldom used, and large sums in cash must always be kept in the office safe with, perhaps, ten or twenty thousand dollars in bonds as security for more cash in an emergency.

When goods are sold to the trade in France, a bill is sent at the end of the month. Instead of the customer paying by check; however, the seller waits until the following month, to give the buyer time to correct any errors, and then draws upon the buyer through his bank.

A very large proportion of the banking business of France is done through a few large financial institutions having branches in every important centre. The manufacturer in Paris has sold goods to the merchant in Lyons, for example. He makes out a draft for the amount, sends it to his own bank in Paris, and the bank forwards it to Lyons. There a collector brings the draft to the merchant and it is paid in cash, which is then transferred and credited to the manufacturer in Paris. In many cases, though, the merchant keeps his funds in the local branch of the manufacturer's bank, in which event the merchant rarely accepts the draft and the bank transfers the cash.

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WHEN THE KING WORE CORDUROYS

(Continued from last Saturday.)

London.—Most members of the royal family have had from time to time many interesting and amusing adventures when going about in disguise.

London.—Most members of the royal family have had from time to time many interesting and amusing adventures when going about in disguise. They are able to escape for a little while from the rigid etiquette and ceremony that normally surround them, and to enjoy a degree of freedom very welcome to them.

King George as Prince of Wales had many adventures in different parts of London, in various disguises which enabled His Majesty to gain a close insight into the different phases of life among many of his subjects.

For example, on one occasion His Majesty spent a whole day in a London hospital as a medical student; the real rank of the student who was making so diligent an investigation of the working of the great hospital was kept a strict secret, and was only known to the authorities at the hospital some time later.

Mixed with the Workingmen.

One of the most interesting adventures King George has had in disguise was a visit His Majesty paid to a big railway goods yard some years ago when there was an enormous pressure of heavy goods traffic.

The King, then Duke of York, went to the yard at 11 p.m., unaccompanied by a member of the royal household. Both were dressed in the garb of working men; and they took up a position among a squad of men who were waiting in the yard until midnight on the chance of being taken on for the night shift if the work was specially heavy.

Only a few of the railway officials were aware that the heir to the throne was standing among the squad of hungry men eagerly and anxiously waiting the arrival of the foreman, who might pick out some of the most robust among them to aid in shifting the mountain of goods from the trucks to the clearing sheds during the night.

Took and Gave Chaff.

For nearly an hour the Prince watched the work proceeding in the big yard under the white glare of the arc lamps with immense interest, and chatted to the men about him, entering thoroughly into the spirit of their rough and good-humoured chaff.

A few minutes before midnight one of the railway officials, who was aware of the Prince, came up to His Royal Highness and stood by him. A minute later the foreman arrived, and, after casting a searching glance over the squad before him, proceeded slowly to pick out a dozen men, who were then marched off to work.

The rest walked out of the yard, except the Prince and his companion, who were escorted out by the railway official. The latter had stood by His Royal Highness in case the foreman should have selected him for the night shift. The foreman was not informed of the identity of the Prince, but had simply been instructed not to take on the two men, beside whom the railway official was standing.

When travelling incognito in Paris a few years ago, as Lord and Lady Chester, the King and Queen had a rather amusing experience. Their Majesties, accompanied by an equerry, went for a walk, during which they went into an auction room to watch the sale of some antique furniture and various works of art.

King Among Anarchists.

Another interesting but far more exciting experience His Majesty had in disguise was when he visited a club in Whitechapel. The club was one of those many institutions which crop up from time to time in London and are carefully watched by the police, who generally contrive to be present at most of the gatherings of its members.

It was, of course, an extremely hazardous undertaking to get the heir to the throne into one of those clubs, but His Royal Highness insisted on it being done if it were possible. How the matter was arranged is a secret known only to the police.

The Prince went accompanied by three detectives—two of whom were members in the pay of the police—and the three were armed with loaded revolvers. The Prince spent an hour at the club, and the whole of that time he was guarded closely.

tapestry was subsequently handed over to the quarry at the Embassy.

For the past few years their Majesties have had very few adventures, for the simple reason that both have found it increasingly difficult to avoid their identity being guessed at wherever they go in this country at my rate.

A SHORT SERMON.

Our Greatest Guide.

For there is one God, and one mediator between God and man, the man Christ Jesus.—1 Tim. 2, 5.

The statement taken for the text was written by Saint Paul, in apostle of Jesus Christ, to Saint Timothy, about thirty-two years after the crucifixion.

It places great and authoritative emphasis upon that phase of the Master's being which has been to many a source of untold help and comfort—his manhood.

Whatever the human attitude toward divinity, it cannot but be more or less a mirror of far-wisdom.

We think of the "divine" as infinitely superior to the best that is human.

We clothe the "divine" with attributes of power which remove it wholly from the realm of anything "human," except the living nation. So general and of such long-standing is this habit that it is as natural to think of God as dwelling far away in the utmost limits of space as to connect the thought of light with that of the sun.

To God "on high" we pray. The common idea of "heaven" is that of a place far away. We lead with God to "come down" to us. At every step our conception of divinity encounters "distance."

At every step until one day, in a moment over thereafter to be assured, as having entered in one of our closest blessings, we welcome into our human lives the greatest of guides—the man Christ Jesus.

For who can connect thoughts of "friendship" and "comradeship" with a "supreme ruler," an "omnipotent force," or "a king of kings"? In hours of need, when we yearn for a hand to take the hand that is trembling because of fear or doubt; when we long for the soothing comfort of a voice that is kind; when we feel that somewhere we must find someone who can understand and appreciate our burdens, we do not think of turning to a majestic impersonation of all power; all might and all glory.

In those dark hours of the soul which come like night into every life at some time or other, come perhaps, so that the dawn of the day to follow may be all the brighter and a welcome— we are children in in a mother. We need someone that can sympathize with us in our weakness; who can stay our fears and wipe away the tears.

And in "the man Christ Jesus" all that we seek is to be found.

We are very sure of this, we do not know how great his guidance can be.

For, of all the comforting thoughts that can come to the human mind, none is equal to this—that he whom the world looks up to as the mediator between God and man was a baby boy and a little child; a youth and a full-grown man; that he was friendly and companionable, thoughtful and human, and that his power among his associates was based not upon force, splendour or wealth, but upon such goodness as he himself said was within reach of any other man or woman.

It was the power of love.

It is this thought of his having won through all tribulations which no one that encourages and strengthens one.

It is his simple unfolding to us of the knowledge that we, too, are sons of the Father, which fills life with a gladness beyond words.

For we know how much he did for the world by his goodness, and we are blind; indeed, if we cannot see that what remains to be done for the world is to be accomplished through our goodness.

And we may know, if we only to that he was our brother, our friend, our fellow man.

LOG BOOK.

The Takaosan Maru.

Thanks to the courtesy of the management of the Shanghai branch of the Mitsubishi Bussan Kai-sha, a number of Shanghai residents interested in the shipping and coal trade was enabled on Saturday afternoon to inspect a new type of collier which had been built in England to the order of the firm. The vessel, which arrived here Friday afternoon on her first trip, is the single screw steamer Takaosan Maru. At 2.30 p.m. the guests boarded the steam launch Mitsui, which was gaily decorated with bunting, and after a pleasant run to the M.B.K. Wharf the new vessel was reached, and the guests going on board were shown round and the details of the craft explained to them by Messrs Kanzaki and Eiichi, assisted by Captain H. Koizumi, who with an entire Japanese crew brought the ship out from home. The tour of inspection being concluded the guests were invited to the saloon, where they were regaled with refreshments and the new ship was proposed and honoured.

The Takaosan Maru, which was built by Messrs. Priestman, Harroway and Dixon at Sunderland, and launched on the 15th May, 1911, is an entirely new type of vessel and the first of her kind to arrive in Far Eastern waters. The vessel is the latest and most improved type of cantilever construction with topside ballast tanks. Being built on these lines the holds are entirely free of all obstructions, such as beams, pillars, stanchions or web frames, and are self-trimming with any class of bulk cargo, such as coal, beans, etc. The hatches are 28 feet by 28 feet and she can load 3,000 tons of coal at Mikie Harbour, Japan, in seven hours without the aid of a single coolie in the holds, thus making a great saving in the cost of loading cargo and incidentally will mean a reduced cost of coal at the port of discharge. The sides of the holds are sloping and in the wings over the sloping portion are the ballast tanks, which are supported on the cantilever principle, and here she can carry 1,100 tons of water in addition to that carried in the double bottom. The engines are triple expansion with cylinders 21, 35, 47 by 39 inch stroke, steam being supplied by single multi-tubular boilers, 13 feet 6 inches in length by 15 feet in diameter, working at a pressure of 170 pounds. A separate boiler is employed for the donkey engine used for the winches, etc. The vessel is equipped with eight derricks affixed to two short stanchion masts, and they are capable of lifting weights up to ten tons, while the winches are so arranged that they can be coupled together and so combined can lift a twenty-ton weight with ease. The steering gear is worked by a telemotor with hydraulic pressure worked by hand from the bridge which is placed amidships, and here the Captain has his accommodation, which while small is comfortable. The officers and engineers are on the main deck and are somewhat cramped but with ease. The sailors have their accommodation forward in the forecastle while the firemen are situated aft. The vessel, which is fitted up with all the latest labour-saving devices and electrically lighted throughout, is 275 feet length, 42 feet breadth, 20 feet 6 inches moulded depth, deep draft 17 feet 9 inches. Her speed is 10.1-2 knots deep loaded and 11.3-4 flying light; class 100. A 1 at Lloyd's. Her gross tonnage is 2,120, and 1,084 net; deadweight carrying capacity 3,000 tons. Coming out from home the trip occupied 53 days to Yokohama, the ship only stopping at Port Said and Singapore. During the trip out there was no vibration, and everything ran smoothly and without a hitch and there was a single hot bearing, and this fact the chief engineer attributes to the use of Vacuum No. 1 marine oil which was exclusively used during the trip. The cost of the ship was £28,000, to which must be added an import duty of 15 per cent. A sister ship, the Rokkosan Maru, recently had a trial trip and will arrive out here shortly. Two

other vessels of the same type, only larger, are now being built and will be used in the southern trade, the Takaosan Maru and Rokkosan Maru being intended for the northern trade.—Shanghai Mercury.

Consignee:

NOTICE TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamer "DELTA"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of the abovementioned vessel are hereby informed that their goods are being landed and placed on their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out by Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on cargo:

From London, &c., ex s.s. "Malva."

From Australia ex s.s. "Molitari."

From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Good not cleared by the 5th Sept., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, Messrs. Goddard and Dogout, at 10 a.m. on MONDAYS and THURSDAYS.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 31st Aug., 1911.

To Let

TO LET.

"CREGGAN," 39, T' e Peik.
No. 10, MACDONNELL ROAD.

GODOWNS, 161 to 165, PHAYA EAST.

THE HONGKONG LAND INVESTMENT & AGENCY CO., LIMITED.

Hongkong, 1st July, 1911.

TO LET.

GODOWN No. 54, J. UDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY COMPANY LIMITED.

Hongkong, 1st July, 1911.

TO LET.

GODOWNS in MASON'S LANE a good for storage of Wines and other articles. Rent moderate.

The BUILDING now in occupation of The Mercantile Bank of India to be let from 1st January, 1912.

Apply to—

DAVID SASSOON & Co.
Hongkong, 12th July, 1911.

JOHN THOMAS COTTON.

VETERINARIAN & FARRIER (Qualified).

Business Address—

AH TOO STABLES,
No. 7, Russell Street,
Hongkong.Telephone No. 272,
Hongkong, 27th July, 1911.

DRAGON CYCLE DEPOT,

ELECTRICIANS.

Steam, Oil, Gas and Motor Engineers

and

Rickshaw Builders.

REPAIRS TO

Typewriters, Bicycles, Phonographs, and all kinds of

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No. 63, Des Voeux Road Central.

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Intimacies

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CELLULAR.

COOLEST & MOST COMFORTABLE UNDERWEAR

for

THE SUMMER HIGH GRADE.

J. T. SHAW,
TAILOR AND OUTFITTERHongkong Hotel Buildings,
Queen's Rd. Central. [1258]

PEAK TRAMWAYS CO. LIMITED.

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 8.00 a.m. Every 15 min.
8.00 a.m. to 10.00 a.m. 10 min.
10.00 a.m. to 11.00 a.m. 15 min.
11.30 a.m. to 12.45 p.m. 15 min.
12.45 p.m. to 1.15 p.m. 10 min.
1.15 p.m. to 1.45 p.m. 15 min.
1.45 p.m. to 2.15 p.m. 10 min.
2.15 p.m. to 5.00 p.m. 15 min.
5.00 p.m. to 8.10 p.m. 10 min.

NIGHT CARS.

8.45 p.m. and 9 p.m. 9.45 p.m. to

11.30 p.m. every 15 minutes.

SUNDAYS.

8.00 a.m. to 10.30 a.m. every 15 min.

10.30 a.m. to 11.00 a.m. 10 min.

11.45 a.m. to 12.00 noon 15 min.

12.00 noon to 1.00 p.m. 10 min.

1.00 p.m. to 5.00 p.m. 15 min.

5.00 p.m. to 6.00 p.m. 10 min.

6.00 p.m. to 7.00 p.m. 15 min.

7.00 p.m. to 8.10 p.m. 10 min.

NIGHT CARS on Week Days.

SATURDAYS.

Extra Cars at 11.45 p.m.

SPECIAL CARS.

By Arrangement at the Company's

Office, Alexandra Buildings,

Des Voeux Road.

JOHN D. HUMPHREYS & SON,

General Managers,

Hongkong, 16th June, 1911.

Hongkong, 1st July, 1911.

TO LET.

SUN GLASSES.

Any tint made to any prescription.

No charge for testing sight.

Repairs of all description made by

competent workmen.

N. LAZARUS,

Ophthalmic Optician,

14, D'Aguilar Street,

Hongkong.

Hongkong, 24th July, 1911. [129]

TO LET.

THE CHINA PROVIDENT

LOAN AND MORTGAGE

CO., LTD.

(CAPITAL PAID UP...\$1,250,000.)

Loans on Mortgage of House Property

&c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application).

THE OFFICE OF

TRUSTEE, EXECUTOR OF

WILLS, ATTORNEY, &c.,

Undertaken and Executed.

SHEWAN, TOME & CO.

General Managers.

Hongkong, 15th March, 1911. [141]

DRAGON CYCLE

DEPOT,

ELECTRICIANS.

Steam, Oil, Gas and Motor

Engineers

and

Rickshaw Builders.

REPAIRS TO

Typewriters, Bicycles, Phonographs,

and all kinds of

Electric Goods and Machinery.

PHONE 482.

No. 63, Des Voeux Road Central.

Managing Proprietor:

C. LAURITSEN.

411

C. LAURIT

POST OFFICE

Only fully prepaid letters and post-cards are transmissible by the Siberian Route to Europe.

A Mail will close for:

Swatow, Amoy, and Tamsui—Per Dalji-maru, 3rd Sept., 9 A.M.

Siberian Mail: SJIANGHAI, via Siberia to Europe—Per Anhui, 3rd Sept., 9 A.M.

Saigon—Per Moyune, 3rd Sept., 9 A.M.

Nagasaki, Kobo and Yokohama—Per Bonvouloir, 4th Sept., 1 P.M.

Macao—Per Sui Tai, 4th Sept., 1:15 P.M.

Holhaw and Haiphong—Per Sung-kiang, 4th Sept., 5 P.M.

Shanghai—Per Hangchow, 5th Sept., 11 A.M.

Samtrang and Sourabaya—Per Quarta, 5th Sept., 11 A.M.

Swatow, Amoy and Foochow—Per Huching, 5th Sept., noon.

Macao—Per Sui Tai, 6th Sept., 1:15 P.M.

Manila, Cebu and Iloilo—Per Tean, 6th Sept., 3 P.M.

Koeling, Moji, Kobo, Yokohama, Victoria and Tacoma—Per Seattle-maru, 6th Sept., 10 A.M.

Singapore, Penang, and Calcutta—Per Kunming, 6th Sept., 10 A.M.

EUROPE, &c., INDIA VIA TUTICORIN—(Late Letters 11.00 a.m. to 11.30 a.m. Extra Postage 10 cents)—Per Prinz Ludw. 6th Sept., 11 A.M.

Macao—Per Sui Tai, 6th Sept., 1:15 P.M.

Kobo, Yokohama, Victoria, Vancouver and Seattle—Per Bellarophon, 6th Sept., 2 P.M.

Macao—Per Sui Tai, 7th Sept., 1:15 P.M.

Koror, Yap, Ulithi, Ponape, Kusnie, Jaluit, Nauru, Rabaul, Sydney, Hobart, Launceston, New Zealand, and Dunedin—Per Germania, 6th Sept., 4 P.M.

Manila (taking Mails for Cebu & Iloilo)—Angau, Yap Friedrich, Willimshafen, Rabaul, Herbertshohe, Matupi, Brisbane, Sydney, Hobart, Launceston, Dunedin, Melbourne, Adelaide, Port and Fremantle—Per Coblenz, 6th Sept., 6 P.M.

Swatow, Amoy and Foochow—Per Hailan, 8th Sept., noon.

Macao—Per Sui Tai, 8th Sept., 1:15 P.M.

Koror, Yap, Ulithi, Ponape, Truk, Nauru, Rabaul, Sydney, Hobart, Launceston, New Zealand, and Dunedin—Per Germania, 6th Sept., 4 P.M.

Manila (taking Mails for Cebu & Iloilo)—Per Leong-sang, 8th Sept., 1 P.M.

Macao—Per Sui Tai, 9th Sept., 1:15 P.M.

Manila, Cebu and Iloilo—Per Rubi, 9th Sept., 3 P.M.

Chesoo, and Newchwang—Per Nanchang, 9th Sept., 3 P.M.

Singapore, Penang and Bombay—Per Capri, 10th Sept., 11 A.M.

EUROPE, &c., INDIA VIA TUTICORIN—(Letters 11 a.m. to Noon. (Extra Postage 10 cents). Letters posted in all the Pillar Boxes in time for the first Clearance will be included in this contract mail)—Per Polynesien, 12th Sept., 11 A.M.

Manila, Cebu and Iloilo—Per Knisong, 12th Sept., 6 P.M.

Koeling, Shanghai, Moji, Kobo, Yokohama, Shiu-tzu, Yokohama, Victoria and Seattle—Per Inaba-maru, 12th Sept., 8 P.M.

Singapore, Penang and Colombo—Per Tangomar, 12th Sept., 5 P.M.

EUROPE, &c., INDIA VIA TUTICORIN—(Late Letters 11 a.m. to Noon. Extra Postage 10 cents). (Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail) The Parcel Mail will be closed on Friday, 16th Sept., at 5 P.M.—Per Delta, 16th Sept., 11 A.M.

Sandakan—Per Mausang, 16th Sept., 11 A.M.

Tinor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Port and Fremantle—Per Eastern, 16th Sept., 11 A.M.

SHIPPING NEWS

MAILS DUE

American (Chio Maru) 6th inst.

German (Gneisenau) 6th inst.

German (Prinz Sigismund) 16th inst.

America (Mongolia) 22nd inst.

The Bank Line str. Kumeric left Kobe for Moji on the 1st inst., on route for this port.

The O. S. K. str. Chicago Maru left Tacoma for this port via Japan and Manila on the 10th ult., and is due here on the 27th inst.

The P. M. S. S. Co. a.s. China was

dispatched from this port yesterday for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu.

The P. M. S. S. Co. a.s. Manchuria

will be dispatched from this port on the 8th inst., at 1 p.m., for San Francisco, via Keelung, Shanghai, Nagasaki, Kobe, Yokohama and Honolulu.

The P. M. S. S. Co. a.s. Mongolia

sailed from San Francisco on the 22nd ult., en route to this port via Honolulu, Yokohama, Kobe and Nagasaki and may be expected here on the 22nd inst.

ARRIVALS

Bellarophon, Br. a.s. 6,748, S. II.

Collider, 1st Sept.—Manila

80th Aug., Gen.—B. & S.

Moyune, Br. a.s. 3,212, D. Arthur

1st Sept.—Shanghai 29th

Aug., Gen.—B. & S.

Drifur, Nor. a.s. 1,102, J. Bing

17th Aug.—Bangkok 9th

and Swatow 16th Aug., Gen.

—B. & S.

Ambia, Ger. a.s. 3,233, Faldmann

2nd Sept.—Shanghai 27th

Aug., Gen.—H. A. L.

Yushan, Chi. a.s. 1,079, C. Wester

lund, 2nd Sept.—Chefoo

27th Aug., Gen.—C. M. S.

N. Co.

Cowrie, Am. a.s. 8,155, Jackson

2nd Sept.—San Francisco 31st

July and Yokohama 24th

Aug., Bulk oil—A. P. Co.

Taon Maru, Jap. a.s. 1,148, Kawa

saki, 2nd Sept.—Canton 1st

Sept., Ballast—M. B. K.

Carl Diederichson, Ger. a.s. 774,

Ch. Jorgenson, 2nd Sept.

Haiphong and Hoiphong 1st

Sept., Gen.—J. & Co.

Marie, Ger. a.s. 1,109, Schlaikir

2nd Sept.—Saigon 31st

Aug., Rice—J. & Co.

Sungkhang, Br. a.s. 987, H. Matthijs

2nd Sept.—Haiphong 20th

Aug., Gen.—B. & S.

Tungshing, Br. a.s. 1,178, L. Hussey

2nd Sept.—Hongay 20th

Aug., Gen.—B. & S.

Proteus, Br. a.s. 6,104, D. P.

Campbell, 31st Aug.—Victor

9th Aug., Gen.—B. & S.

Pheumponh, Br. a.s. 1,006, Jar. H.

Soot, 31st Aug.—Saigon

27th Aug., Gen.—Wo Fat

Sing.

Pongtong, Br. a.s. 997, W. Boteful

27th Aug.—Bangkok 16th

Aug., Rice and Teakwood—

B. & S.

Quaria, Gor. a.s. 1,824, Danilev

23rd Aug.—Saigon 15th

Aug., Gen.—S. W. & Co.

Seattle Maru, Jap. a.s. 6,182, I. Sat

ow, 28th Aug.—Manila

P. I., 26th Aug., Flour—

O. S. K.

Suverik, Br. a.s. 4,011, F. S. Cowley

1st Sept.—Manila 29th Aug.

Gen.—Bank Line.

Tean, Br. a.s. 1,816, A. W. Out

bridge, 1st Sept.—Iloilo

via ports 29th Aug., Gen.—

B. & S.

Tsin-tau, Br. a.s. 1,002, F. Bucking

1st Sept.—Wakamatsu 26th

Aug., Gen.—Coal—B. & S.

SHIPS PASSED THE CANAL

1st August—Antilochus, Ben

venus, Bulow, Ceylon, 4th August

Agamemnon, Aki Maru, Austrin

Caledonia, Dunblane, St. Patrick

8th August—Nelens, Scandia

11th August—Slavonia, Theseus, Tranque

bar, 15th August—Sithonia, Yorck

18th August—Dumbaa, 22nd August

—Belgravia, Denbighshire, Mitop

Melanes, Sumatra, Glenfarg, Sen

gambia, Lorat, 26th August

—Arman, Belic, Konang Si, Sene

Si, Siam, Atreus, 29th August—

Catlas, Candia, Silvin, Siula, Yang Tsze, 1st

September—Parlatus, Derrifilger

Glencairn, Kaga Maru, Kitano Maru

Lutze, Poona, Sachsen, Tegeer, Ton

kin, Lucy, Nafaly, Phillips, T.

Ruby Davis, Miss

Rutherford, G.

James, Capt.

Reynolds, D. R.

Frederick, Mrs. L.

King, Mrs. & Son

King, Mrs. & Stevenson, Mr. & Mrs.

King, Mrs. & Stevenson, Mr